CYCLE NEWS®

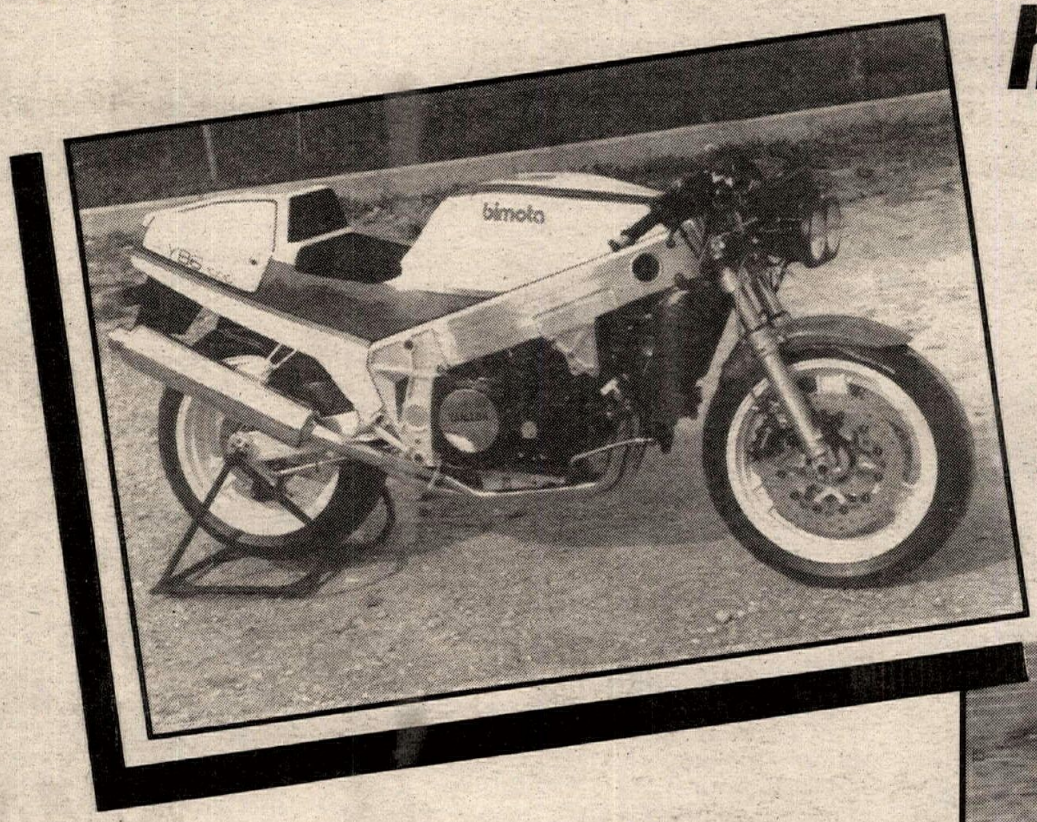
January 27, 1988: Number 3

(Outside the U.S. $2.25) $1.50

Senator Pete Wilson tours Mojave with CDC

Florida Winter AMA MX Series

Hurricane Hannah hits Dade City MX



Impression: Bimota YB6

They don't get much better than this

Interview: Joanna Brownell

L.A.'s first lady motorcycle cop

TIME DATED MATERIAL MAILED JANUARY 19, 1988

America's weekly motorcycle newspaper

In the WIND
BY PAPA WEALEY

Jo Jo Keller (Hon) turned in 2-1 moto performances to score the overall win in the 500cc Pro class at the January 17 round of the Florida Winter AMA MX Series at Diamondback Raceway in Cocoa. Jon McCabe (Hon) was second overall with a 1-2 day while third went to Jim Kapitan (Hon) who posted a 5-3. Bob Hannah (Suz) was the overall winner in the 250cc Pro class. Hannah's 2-1 topped the 1-2 of runner-up Mike LaRocco (Yam). John Reinholt (Suz) was third overall with a 3-3 tally. The overall win in the 125cc Pro class went to Jay Mann (Kaw) who finished 3-2. Keith Bowen (Kaw) was second with an 8-1 score while third went to Keith Turpin (Suz) who logged 2-5 finishes. LaRocco won the first 125cc Pro moto but a DNF in the second moto dropped him to ninth overall. The amateur support motos saw John Kitch (Kaw) top both the 125cc A and 250cc A classes and Mike Stahlman (Yam) turn in a perfect 1-1 score to top the Open A class.

Dan Smith (Hus) came from behind to capture the overall victory at the Gold Strike (formerly Whiskey Pete's) Hare & Hound in Stateline, Nevada, January 16. Finishing 18 seconds behind Smith was Dan Ashcraft (Yam), who was followed in by Kevin Hines (KTM) and Kevin Steele (Hon). First in the 250cc class was Greg Zitterkopf (Hon) at fifth overall, while 250cc runner-up honors went to Carlos Serrano (Yam). Ed Arnet (Hon) was first in the 125cc class (seventh overall), followed by Fritz Kadlec (Kaw) and Jeff Fredette (Kaw).

A 10-race Yamaha YSR50 Championship Series will kick off on March 20 at Carlsbad Raceway in Carlsbad, California. The series will run at Carlsbad and Willow Springs Raceway (also in southern California) and feature classes for stock and modified bikes and beginner to expert riders. Local Yamaha dealers have donated a 1988 YSR50 to be given away. Cash will be up for grabs for the pros and prizes from sponsors Acerbis, Goodyear, Targa, Toomey Racing, White Bros., Motul Oil, Dunlop, Aloe Up, Factory Outlet and Kinetic Research will be available to other racers. For information contact Precision Pink Racing Association (PPRA) at 619/967-9811.

Results for the 80cc Intermediate class were inadvertently left out of our coverage of the opening round of the CMC/Dodge Truck Golden State Nationals at Glen Helen Raceway in San Bernardino, California. The results were as follows: 1. Damon Huffman (Yam); 2. Jason Kawell (Kaw); 3. Craig Decker (Yam); 4. Kenny McGrath (Kaw); 5. Jeff Ives (Hon).

Plans for KK Aftermarket Race Team's 1988 contingency program should be finalized in the next couple of weeks, according to Race Team Manager and former Grand National Champion Gary Scott. KK's 1988 race program, which is "99 percent complete," will be similar to the '87 program, Scott said. It will include payback to riders in certain AMA/Grand National Dirt Track races, specified 600cc National Dirt Track events (including contingency payments to the top KK Junior in the 600cc series), and certain AMA/Camel Pro Series superbike road races. Most of the races selected for the program will be in the Midwest, which is KK's marketing area. Riders participating in the program must ride with the KK logo on their chests and meet other contingency program requirements. Road Racer Dan Chivington, the 1987 KK Champion, pocketed $12,000 from last year's program, according to Scott. "And the program should be at least as good as last year," Scott added. Complete details, including amounts of contingency awards and a KK race schedule, will be released soon.

Sun Alloy Rims will soon be back on the market. Machinery for making the rims was recently purchased and moved to southern California and the name changed to Sun Rims-California Inc. The new facilities are located at 943 S. Raymond Ave., Pasadena, CA 91105, 818/441-6829.

HosPITal STOP: Pro motocrosser Doug O'Donnell from Huntington Beach, California, is recovering in a Pomona, California, hospital from spinal injuries sustained in a crash during the second round of the CMC Golden State Nationals at Sandhill Ranch in Brentwood, California, January 10. According to O'Donnell's father, Mike, Doug compressed his 12th vertabrae and bruised his spinal cord, but he does have feeling and some movement in both his legs. "Doctors say that there shouldn't be any reason he can't come back (to racing), but he'll need lots of therapy," said Mike O'Donnell. Cards and letter can be sent to Casa Colina Hospital, 255 E. Bonita, Pomona, CA 97617.

Individual and team entries are still available for the Bicentennial International Four-Day Enduro in Queensland, Australia, March 21-24. For more information, contact Auto Cycle Union of Queensland, P.O. Box 2072, North Ipswich, Queensland, Australia, 4305, or call (07) 281-2928, or (07) 812-2742.

Mammoth Mountain Motocross is alive and running, at least for one more year, according to Mammoth Mountain MX Club's Dennis Agee. This year's event will take place June 24-26. For more information, contact Mammoth Mountain MX, P.O. Box 24, Mammoth Lakes, California, 93546, or call 619/934-2571.

The third Pro round of the Continental Motorsport Club Golden State National MX Series in Hollister, California, January 17, was cancelled due to rain. CMC's president Stu Peters said the rained out Hollister event will not be rescheduled.

"There are no new changes for the good or for the worse," said Team Honda's MX race team manager Dave Arnold, regarding injuries to former 500cc MX World Champion Andre Malherbe. Malherbe broke his neck in a motorcycle crash during the Paris-to-Dakar rally two weeks ago, and according to Arnold, Malherbe still has no feeling below his neck.

For those of you planning on attending the Seattle Supercross doubleheader at the Seattle Kingdome in Seattle, Washington, February 13-14, the Doubletree Inn Hotel has been named the official Seattle Supercross headquarters. Aloha Tradewind Travel is offering discounted group rates. For more information, contact Marilyn Waltmire at 206/485-0147.

We're told that two-time Grand National Champion Ricky Graham will post-enter the January 23-24 600cc National dirt track races in San Francisco's Cow Palace. With Graham on hand, that swells the list of Grand National Champions competing in the TT and short track races to three. Defending Camel Pro champ Bubba Shobert and 1979 champ Steve Eklund pre-entered the races, as did Camel Pro Series regulars Ted Boody, Ronnie Jones, Chris Carr and Scott Pearson. Graham, the 1982-84 Camel Pro champ will compete aboard Honda 600s out of Rob Muzzy's shop. Graham will reportedly also contest the upcoming Florida dirt track races before and during Daytona Cycle Week, aboard a Kawasaki 600 prepared by Muzzy.

Chuck Springsteen (Hon) was the main event winner at the January 15 Invitational Indoor Pro Ice Race Series round at Troy, Ohio. Bryan Hardin (Hon) finished second and Garth Brow (Hon) was

(Continued to page 32)

Honda's Rick Johnson (left) and Kawasaki's Jeff Ward were among the first riders to sign up for the January 30 Super Crown of Stadium Motocross race in Anaheim (California) Stadium, according to Mickey Thompson Entertainment Group. Johnson and Ward are facing off over the Super Crown Series trophy, which will go to the rider with the best record in the three-race, southern California series. The Super Crown Series will include races in Anaheim, Los Angeles and Pasadena.

PHOTO BY CHRIS THOMPSON/TRICK PHOTO

San Diego SX race on hold?

LONG BEACH, CA, JAN. 18

Rumors were rampant at press time that Mike Goodwin's Supercross Inc. (SXI) had chosen not to promote the scheduled February 20 supercross race in San Diego California's Jack Murphy Stadium, and that several other promoters were bidding for the date.

Due to the Martin Luther King Jr., holiday, however, *Cycle News* was unable to reach anyone at SXI or Jack Murphy Stadium who could confirm or deny the rumors.

We did manage to reach AMA Vice President of Professional Competition Bill Amick, but he could shed little light on the matter.

"I can't confirm anything," Amick said. "We've heard there are negotiations going on among promoters for ownership of the date, but we haven't talked to the stadium. The stadium has said that on February 20 *someone* will do a supercross in San Diego stadium.

"At this point, that event is not AMA-sanctioned," added Amick. "SXI had applied for a sanction, but they haven't met all the conditions."

Rumors also were flying at press time that the San Diego stadium race would be promoted by Mickey Thompson Entertainment Group (MTEG) and would feature the same supercross/Ultracross format to be offered by Mickey Thompson at the upcoming January 30 Super Crown of Motocross race in Anaheim (California) Stadium, but Thompson refused to confirm or deny those rumors.

"I can't say anything," said Thompson when asked about the possibility of his company promoting the San Diego event.

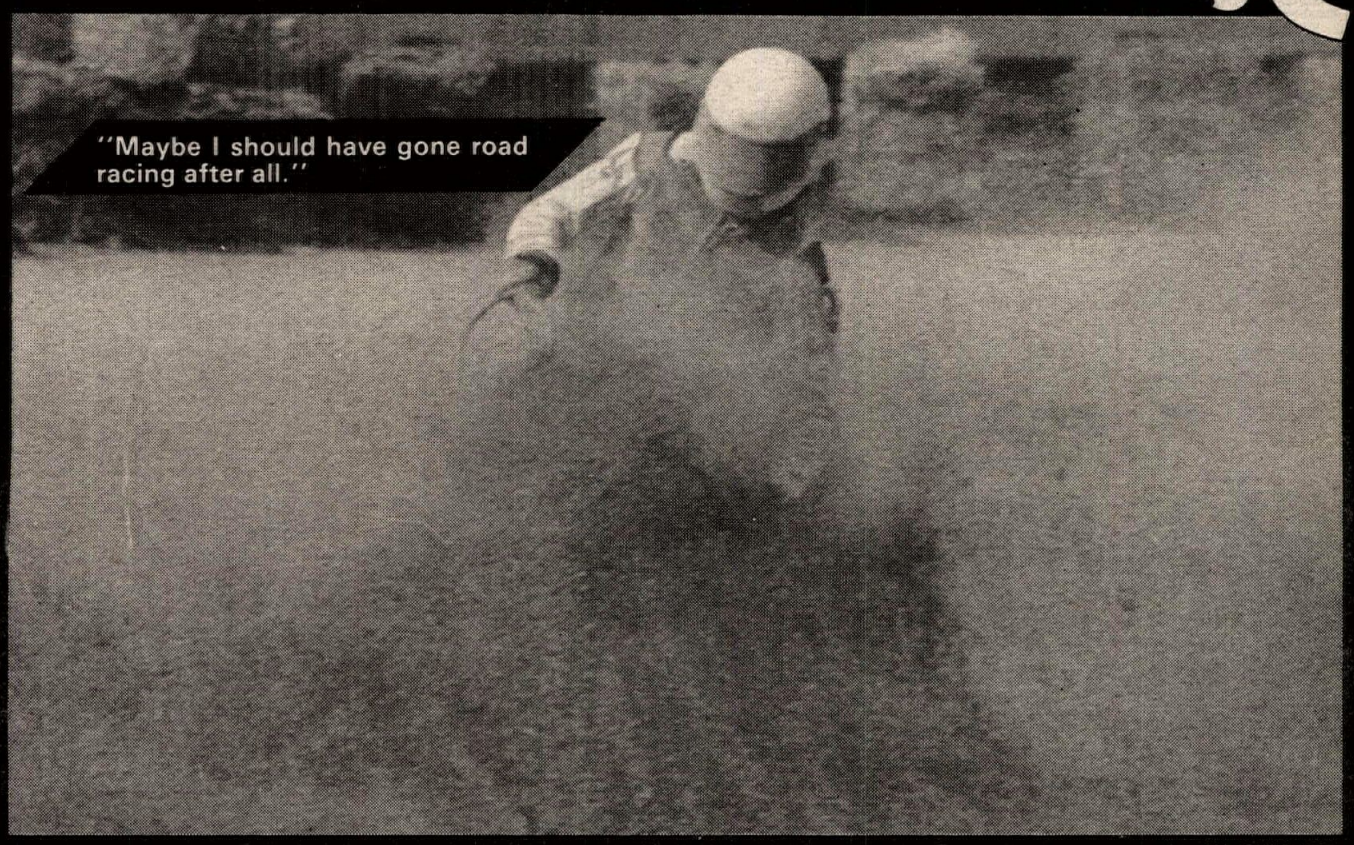
CYCLE dreams

That the climate of winter suddenly melted away, and it was warm enough again to ride at dawn.

In line for a local chair lift I was daydreaming, gazing at the ski boomers all racing downhill. How they carved and burned the slope on their boards! — tucked and sprung, going for personal bests. They kind of resembled motorcyclists, leaning, banking, sliding on the snow, grasping their poles like bar grips, their boots planted as if on pegs. Even the sound was bike-like: surfaces hammering surfaces. And the get-offs! Spectacular, yes! But as consequential? No way. "I can't wait to do that!" a young skier next to me said, shivering. I smiled back, thinking of some other solitary ride through the wildwind — on a motorcycle. In the summer. And of all these frosty sunrises mine now spends jailed in a dark garage. On the lift dangling high above, I continued my reverie — dreaming those skiers into riders on the mountain. Caught in an imagined July sun, the bikes' metal and paint flash. And I'm running on super new rubber with lotsa stick. And the sound! — nothing on this snow hill is nearly so rich as the tuned exhaust. Higher now, I spy more skiers in the mountain's upper bowls, diving through expert trails. And in my fantasy sweet summer's day, a remembered Hare Scrambles erupts and sweeps the terrain. At the top, the chair launches me forward — and I'm all of a sudden gliding, making the skis' edges work, pole planting for my turns. My body picks up a rhythm that's part dance, part jump, part frozen. The run rushes at me. I drop a shoulder, lean, but the laws of physics vary here on the snow, on skis. Astraddle my 2-wheeler, I can do it with more confidence, more control. Getting off line a bit, I instinctively countersteer — to find myself here and now in a downhill storm of fresh powder. I'm out of control and majorly crashing, a full-on whitefacer. And then lying back in the snow I laugh like a fool. Just a little hurt pride, that's all. And no real damage to my summer's dream ride, either. I'll come right back to it. Soon as I get this damned ice out of my leathers.

William Edgar

Over the edge



"Maybe I should have gone road racing after all."

DAN MAHONY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Clockwise from upper left. U.S. Senator Pete Wilson toured the California desert to gather information regarding S7. See page 20. Photo by Farren Williams. Bob Hannah blew 'em away at round two of the Florida Winter AMA. Story on page 8. Photo by Sports Photography. Joanna Brownell, the Los Angeles Police Department's first woman motorcycle officer, is interviewed on page 6. Photo by Tom Van Beveren. Bimota's high performance, ultra-trick YB6 street machine revealed. See page 12. Photo by Alan Cathcart.

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America's motorcycle newspaper

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BPA Consumer Audit Division Membership Applied For December 1986.

CYCLE NEWS 1964 25 YEARS 1988

voices

Help at Sandy Lane

My sincere thanks and appreciation are extended to Frank Soltner of Turnersville, New Jersey, for his help during my unfortunate accident at the Sandy Lane Enduro late last year. After I had sustained a fractured femur, Mr. Soltner stayed by my side and kept me conscious for well over an hour until I could be transported out of the woods to an ambulance. Again, thanks to Frank and everyone else who assisted me on that unforgettable day.

MARK WILLIAMS
Swedesboro, NJ

Walther Memorial Fund

We would like to thank all Tom Walther's friends and fans across the United States for all the beautiful cards, letters and donations that have been made to the Tom Walther Memorial Racing Trust Fund. He loved to compete at the race tracks in your country. He finished sixth overall in the Superbike race at Laguna Seca last summer and he was very proud and happy about that achievement. His going to Japan last fall and doing so well started to open many doors for him. He had rides secured for South Africa, Australia and New Zealand, but it all came to a quick and tragic end with no fault of his own. All of you who knew Tom or came in contact with him know what we are deeply missing.

The Tom Walther Memorial Racing Trust Fund will be a permanent open fund for the betterment of the racers. So, any donation, small or big, is greatly appreciated. Your donations can be sent to The Edelweiss Credit Union, 10012 King George Highway, Surry, British Columbia, Canada V3T 2W4.

GERHARD, DORIS, ANDREA & KIM WALTHER
Surrey, BC, Canada

Set the record straight

Champions All by Alex Hodgkinson in the January 6 issue claims that Jim Pomeroy didn't win the Spanish GP in 1973. On the day of the race, Jim *was* awarded second place. However, the following day he was declared the overall winner. As Hodgkinson reports elsewhere in his own article, in 1973 the FIM changed the scoring based on moto placings rather than overall and created the confusion. At the next GP Jim was acknowledged as the points leader and held first place until after the third GP of the season.

A little known fact is that Jim wasn't under contract when he won that GP. His expenses had been paid to Spain but he was given a stock bike. Jim changed the bars, grips and tires and went racing. Needless to say, he was given a contract later, but he was a privateer at the time.

Also, if that's Roger DeCoster and his CZ on the cover of that same issue, you can see why Jofas stopped more than rocks. The Jofa also stopped a lot of teasing Roger took because of the funny faces he made when he raced. Ask him about it.

Finally, Jim achieved a number of notable firsts in his career, a list of which will be provided on request and on the condition it will be published in *Cycle News*. It's time to set the record straight.

CHUCK AKIN
Yakima, WA

Send us the list, Chuck. By the way, photo I.D. and photographer credit for photos appearing on our front page can be found on page 3 in each issue, under the table of contents. Yes, that's Roger DeCoster on his CZ (along with Bob Hannah, Kenny Roberts, Jay Springsteen and Dick Mann) on the front page of our January 6 25th Anniversary issue . . . Editor.

Tennessee's "wart"

Over the next several months, all of us will have the opportunity to vote for the next President of the United States. If you are concerned about your individual rights and particuarly your right to own and ride an ATV, there is at least one candidate whose position and voting record that should be of concern to you!

Senator Albert Gore (Democrat-Tennessee), is the chairman of the Senate Subcommittee on the Consumer. During the television committee hearings last year, Gore conducted what can only be described as a media circus. He continually criticized the safety record of ATVs, blatantly ignoring comparative statistics of other recreational products that clearly demonstrate that there are other products far more dangerous to the consumer than ATVs. He denied ATV proponents the opportunity to respond to his allegations, and even refused to let a Honda dealer from his own state present his testimony, even though the dealer was invited and scheduled to testify. This same concerned and involved dealer (who is also a certified SVIA instructor) had taken time off from his business and paid his own expenses to go to Washington. The reason for his sham of a hearing was that Gore did not want any pro-ATV comments written into the record so as to detract from the "issue" he was using to gain publicity for his presidential campaign — in other words, plain-old Washington-style politics-as-usual.

I have written Senator Gore (since I am also a constituent of his) and he refuses to budge on his position on the ATV issue.

Al Gore is doing his best to present himself to the nation as a moderate-conservative, but his voting record in both the House and Senate show him for what he really is — a typical liberal Democrat who thinks that you and I aren't smart enough to own and operate a ATV, so he needs to "protect" us!

I suspect most California motorcycle and ATV enthusiasts have been embarrassed by Senator Cranston's positions over the years, and now it's our turn for the entire nation to see Tennessee's "wart". I hope everyone, especially the ATV owners who reside in states that will hold "Super Tuesday" presidential primaries in March (some of those states in which Gore is predicted to do well) will vote in such a way as to defeat Senator Albert Gore. Also, write Senator Gore's office in Washington and tell him how you feel about your right to own and operate an ATV! His address is: Senator Albert Gore, U.S. Senate, Washington, D.C. 20510.

BILL SLOAN
Sloan's Honda/Yamaha
Murfreesboro, TN

Baja adventures

In the past 20 years since I've been riding in northern Baja, I've never been bothered by the police until recently around Tecate. During the Tecate 250 Enduro, we were stopped in the KTM company van and asked to pay a "small fine" or go to the police station. This week we were down riding and again we were stopped outside of town by an unmarked car with two plainclothed "Mexican undercover agents" with badges. They asked for papers on our van and motorcycles. Since the bikes were company-owned and not registered, we only had our company papers, not a State registration. The result was "negotiating" a $25 "fine" and heading back to the border ASAP.

My advice is if you're going to ride in Baja, bring all your papers, get Mexican insurance on *every* vehicle, and don't do anything to attract attention. If you are stopped, don't pay the "mordida." Go to the police station and talk to the chief. Don't pay the "policeman" who stops you, pay the judge or chief if you are fined, and get a receipt. Nine times out of 10 they are just pulling a scam, trying to scare you into paying on the spot.

Baja riding is great! Hopefully, we can stop these rip-offs by sticking together, and continue to enjoy our visits to Mexico!

BRYON FARNSWORTH
KTM America, Inc.
El Cajon, CA

Lone BMW

My first year racing a BMW twin was, as expected, a learning process at every National meet I could get to. Support from everyone involved helped me bring a BMW twin to the Pro Twins winner's circle at Loudon and finishes at several other National meets. No other BMW but mine reached the finish line in any of the Nationals last season.

Chris Hodgson of C.C. Products, Tom Cutter, Gary Gallagher of Metzeler, Brian Weston of Arai, Devin Battley, Don Bodzas of Clove Valley Welding, Kevin Dilliot of Phoenix Racing, Rob Kiviat of R.K. BMW, Bert Stuckert and Frank Smith, Paul Dineen, and Al Bold of Bold Precision provided invaluable support and I take this opportunity to thank them.

We will be back in 1988, all of us, keeping a BMW visible in the ProTwins class!

DAVID KARTEN
Millbrook, NY

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SPECIAL INVITATION TO CYCLE NEWS READERS

JEFF WARD AND RICK JOHNSON invite all the readers of CYCLE NEWS to see the . . .

Coors

Super Crown of Stadium Motocross

Season Opener
Anaheim Stadium
January 30, 1988

BIGGEST PURSE EVER PAID IN STADIUM MOTOCROSS HISTORY — FOR ONE RACE — $52,300 AT ANAHEIM STADIUM

RICK IS OUT TO GET THE ANAHEIM TITLE BACK FROM JEFF — THE BATTLE BEGINS on one of the TOUGHEST TRACKS EVER BUILT. NOTHING BUT ACTION STARTS AT 8:00 p.m.

While Kawasaki and Honda Factory Riders, Jeff Ward and Rick Johnson discuss the possibility of who will win the all new trophy for the newly formed COORS SUPER CROWN OF MOTOCROSS SERIES, Micky Dymond flies overhead with dreams that he will be the Coors Super Crown Champion.

What these pros have to say:

JEFF WARD, TEAM KAWASAKI: *"If you thought last year's race was exciting when I won at Anaheim, don't miss seeing me do it again this year!"*

RICK JOHNSON, TEAM HONDA: *"If you were at Anaheim last year you saw me K O'd. That's not going to happen this year 'cause I'm going for first place!"*

MICKY DYMOND, TEAM YAMAHA: *"Don't miss out on all the fun and excitement. Come see wild and crazy racing at Anaheim Stadium."*

250cc Race Format
(Identical to 1987)
Four Heats (8 Laps)
Two Semis (8 Laps)
One Last Chance
One Main (20 Laps, 21 Riders)

125cc Race Format
(Mickey Thompson's Ultra-Cross Inverted Format)
Two Heats
One Semi
One Main

Watch Teams YAMAHA, HONDA, KAWASAKI and SUZUKI pros "fly" over triple and double jumps, triple hoop-de-doos and moguls, staggered stutter jumps, the 24-foot table top that's the meanest ever built, and high-speed sweepers.

Gates Open at 6:00 p.m.
Bring your 35mm camera and meet the riders for pictures and their autographs right on the field, 6:30 p.m. - 7:30 p.m.

2nd and 3rd Events of the Coors Super Crown of Stadium Motocross Series:
ROSE BOWL (date to be announced) — L.A. COLISEUM June 18, 1988

COME TO THE STADIUM EARLY FOR FUN IN THE FUN ZONE 2:00 P.M. IN THE AFTERNOON AT GATE 8

You'll see YAMAHA, HONDA, KAWASAKI, SUZUKI, HUSQVARNA AND CAGIVA's FULL LINES OF 1988 MOTORCYCLES in the MANUFACTURERS' DISPLAY INSIDE THE STADIUM free with your admission ticket.

MEET SOME OF THE PREVIOUS STARS OF SUPERCROSS AND OUTDOOR MOTOCROSS: Roger DeCoster, Dan White, "Feets" Minert, Bob Maynard, "Rocket" Rex Staten, Marty Tripes, Tom White, John Savitski, Warren Reid, Rich Eierstedt, Tommy Croft, Jim Pomeroy, Marty Smith, Mike Bell, David Bailey, Preston Petty and more . . . YOU'LL ALSO SEE THE ANTIQUE BIKE DISPLAY.

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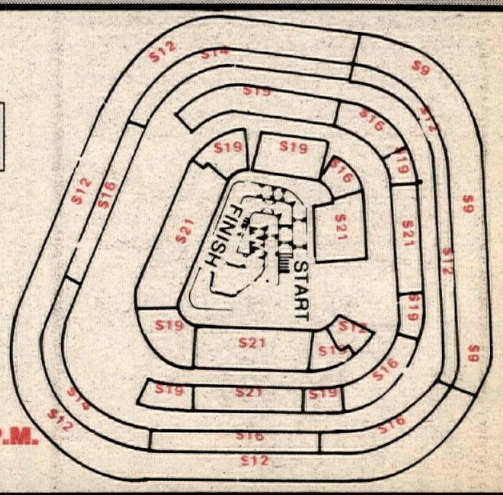
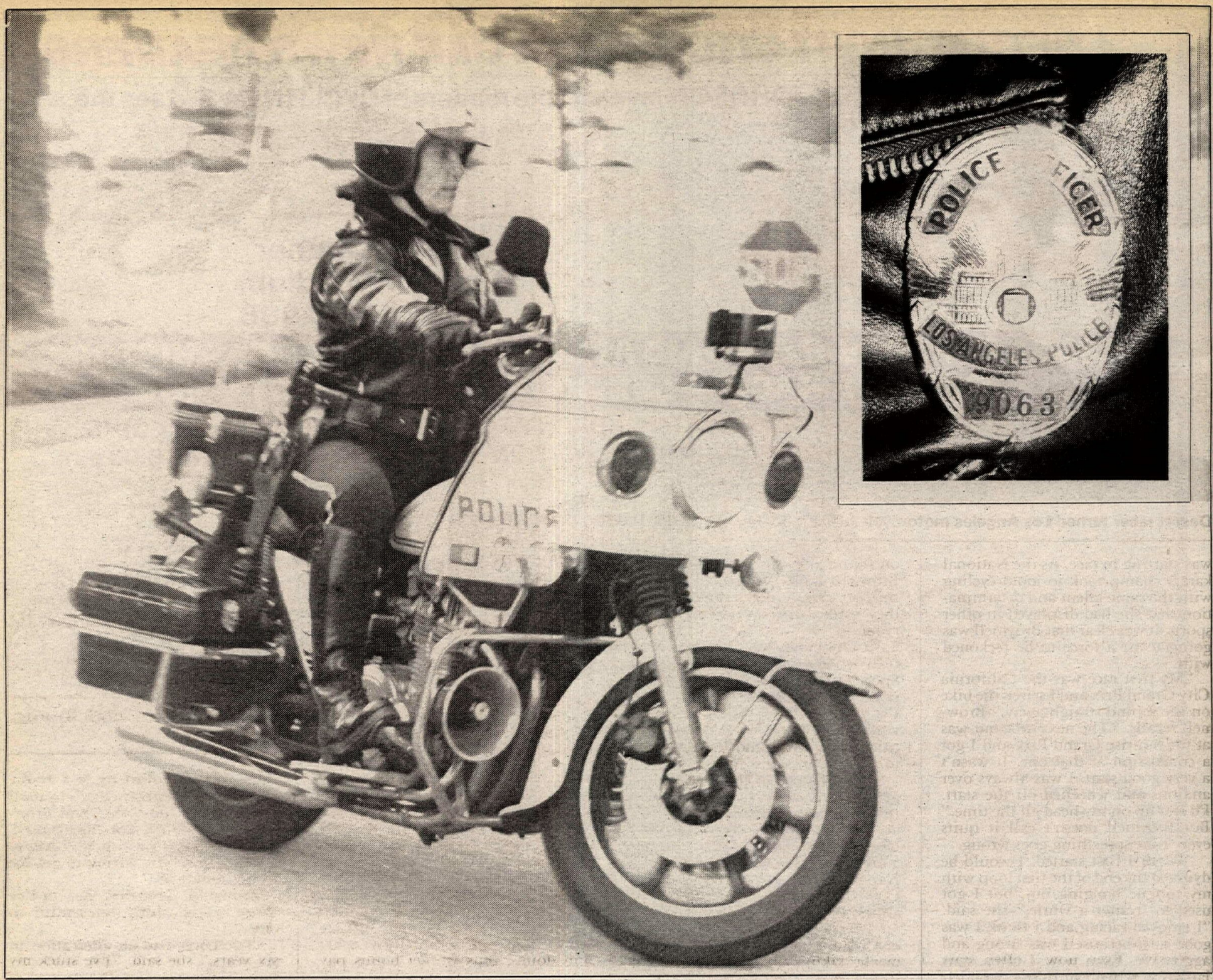


AND DON'T MISS MICKEY THOMPSON'S OFF-ROAD GRAN PRIX ON SATURDAY NIGHT, JANUARY 23 at 8:00 P.M.
AND STADIUM THUNDER DRAG ON SUNDAY, JANUARY 24 at 2:00 P.M.



Interview: LAPD Motorcycle Officer Joanna Brownell

Desert's fastest female now rides for LAPD

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

Remember the sinking feeling you got when the flashing lights came on in the rear view mirror? Remember the indignity of being pulled over to the curb and having every driver on the road slow down to stare at you as the motorcycle officer in the dark glasses and shiny black boots took what seemed like three days to write out a ticket?

Well, that sinking feeling is nothing compared to what law-breaking motorists in southern California are in for now. The LAPD has released a new force on the streets of its city and Los Angeles motorists are in for the surprise of their lives.

The LAPD's new weapon is Joanna Brownell, one of the department's newest motorcycle officers and the only one with hair all the way down to her waist.

Twenty-eight-year-old Brownell, already known as the fastest woman racer in AMA/District 37 desert competition, put her name in a different set of record books recently when she became the first woman ever to earn a ride in the LAPD's motorcycle division.

Brownell puts on dark glasses and shiny boots every morning before leaving for her new job and performs her duties at the helm of a Police Kawasaki 1000 just like her fellow officers. But, as the department's only female motorcycle officer, Brownell surprises the heck out of most of her "victims."

"They don't expect me to be a woman," Brownell said. "People are used to seeing women in police cars, but when someone on a bike pulls them over, they expect it to be a man. When I walk over and ask to see their license they just look at me with their mouths open. It can be pretty funny."

"There are a few guys in the department who have a huff up their sleeves because I made it through the training and invaded their domain, but I get along with most of them really well," said Brownell. "And even if I didn't, it wouldn't stop me. It's what I want to do, so I'll do it."

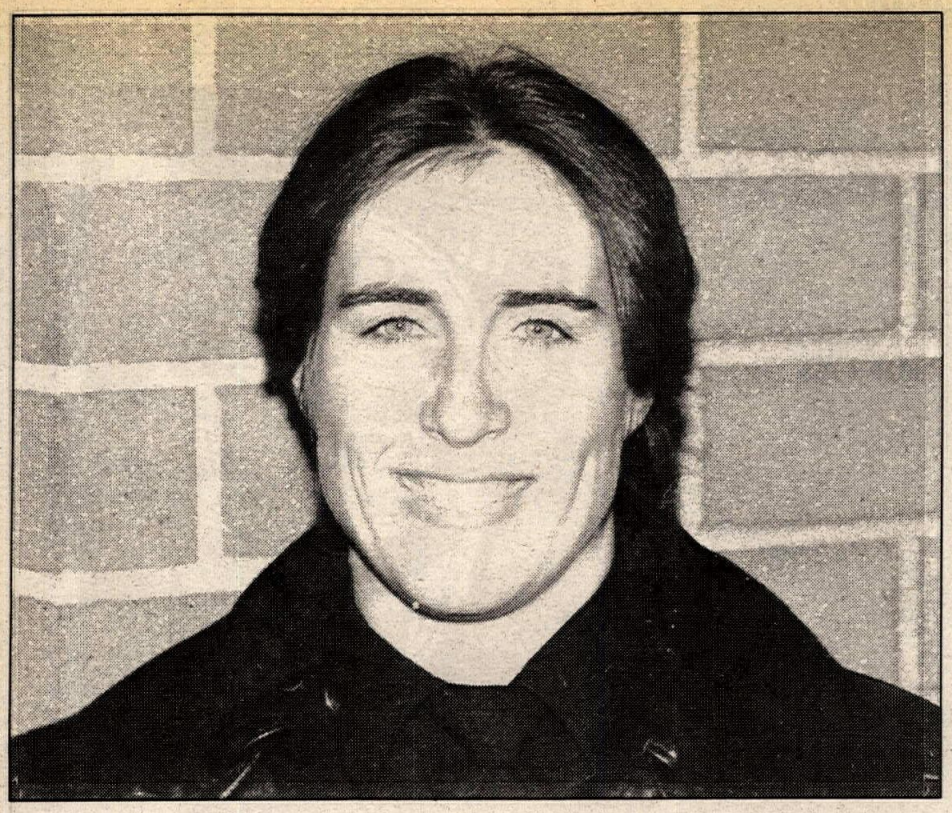
You can see Brownell's determination in everything she does. From a National Championship in karate to complete domination of the Women's Division in AMA/District 37 desert racing, the five-foot, eight-inch brunette is a winner through and through. But when it came to earning a ride as an LAPD motorcycle officer, even Brownell had her doubts.

"This was the first thing I ever did in my life that I thought I wasn't going to get," said Brownell candidly. "One-hundred, sixty people did the oral interview for the riding school, and out of those they only took 17 in the class — I was 15th. But even that doesn't mean you'll make it — there's usually a 30 to 40 percent washout rate. There were six girls before me that had tried — two of them twice — and they never made it through the first week. It was something I really wanted to do, but I didn't know if I was going to make it."

Brownell's police career began in January 1982 when she joined the LAPD as a regular police officer.

"I actually moved here from Massachusetts to get involved in the movies, not police work," said Brownell, as she toyed with the tiny gold handcuffs that she wears on a chain around her neck. "I've been involved in the martial arts for years and I wanted to do some bodyguard and stunt work, but all that ended up getting put on the back burner when I joined the LAPD."

As if launching a new career wasn't enough, Brownell was soon tackling a new sport too. A friend got her interested in riding motorcycles in May 1983 and by June she had bought a new Husqvarna and



Desert racer turned Los Angeles motorcycle officer, Joanna Brownell.

Brownell, who was the top-ranked female desert racer in AMA/District 37, has given up racing to pursue her police career.

was starting to race. As the National karate champ took to motorcycling with the same talent and determination that she had displayed in other sports, it was clear that Brownell was going to be a force to be reckoned with.

"My first race was the California City Grand Prix and I seized the bike on the second straightaway," Brownell recalls. "The next time out was at the Sunrise Grand Prix and I got a concussion at that one. It wasn't a very good start. I was always over anxious and wheelied off the start. I'd end up on my head all the time." But Brownell doesn't call it quits every time something goes wrong.

"When I first started, I would be dying at the end of the first loop with my tongue hanging out, but I got used to it after a while," she said. "I enjoyed racing and I think I was good at it because I was strong and aggressive. Even now I often start laughing when I'm riding, wondering how I ever managed to save that one. One leg up in front of the bars and stuff like that is not too uncommon for me."

Brownell racked up more than 20 wins as an Amateur in 1984 and then took on the Women Expert class with a vengeance.

"Once I got up to Expert, I decided to go for the number one plate — that was in 1985. I became obsessed with it," said Brownell. "I've won Whiskey Pete's twice, and I got the National title for the AMA Hare & Hound Championship Series this year. The only thing I really want to do now is finish in the top 100 at B-to-V, because it's never been done before (by a woman).

"I almost did it last year, but I ended up crashing and nearly killed myself," said Brownell. "I had a half hour lead about 10 miles from the finish when I hit a rock and went sideways. I flew 110 feet through the air — I paced it off afterwards — and ended up in a rock pile. It ripped the radiator off the bike, put a tree branch right through one side of the gas tank and out the other side and ripped my airbox off. There were reports of broken ribs and my boob getting ripped off and everything, but basically I was okay. I just had to sit there and watch until 7 p.m. I got to watch about a thousand people go by."

Brownell says her reign in the desert is about to come to an end.

"This year's B-to-V will probably be my last ride — I'm not planning on riding any more after this year," Brownell said. "I had a Husky support ride in 1985 and 1986 but they yanked the support from everyone in 1987 and I can't afford to do it any more. Kal-Gard has been really good to me, and so have Grand Sport Tires, Bell Helmets and Speedport, which does my welding. But I've really gone as far as I can go with this. There's not much competition for women and I can't afford to get hurt any more, either.

"I enjoy some of the races, but it gets pretty repetitive because the riding area is limited now, so if I do anything it'll be something other than the District stuff. If I can get a bike I'll do Whiskey Pete's and the Nationals, and maybe the Virginia City Grand Prix and Rosarito Beach Grand Prix, but that'll be about it.

"What will I do instead? Well, don't laugh but I'm thinking about maybe taking up bowling and I'd like to do some more karate."

Brownell also will be putting a lot of emphasis on her new job.

"I realized I wanted to be on a bike after my first six months in the field and my poor partner got so sick of hearing about it — it was all I'd talk about," Brownell laughed. "But it's not an easy thing to do. When I got accepted, it had been four years since the LAPD's last bike school and even when you've gone through the school they don't just hand you a bike — you have to wait for people to die or retire or transfer. The openings are not automatic.

"Because there are so many people who want to ride a bike, you basically had to be an angel to qualify for this school — very little sick time, little injury time, good productivity as far as tickets, drunk driving arrests, and that sort of thing, and very few complaints about you from the public."

Once through the selection process, Brownell found that the school is no picnic either.

"There are four cone patterns you have to make it through and when I first started I was knocking cones down all over the place," said Brownell. "My poor mother was running around, standing cones up everywhere for me, and I was saying to myself I was never going to make it. I used someone's old movie bike to practice on and I crashed it regularly.

"When you can complete the four mazes, the next thing to concentrate on is the power pickup. You have to be able to lay the bike down and stand it back up again while it's still moving. You learn lots of braking techniques and the rest is mainly control work. We did a lot of riding in the dirt too and I loved that. With all my desert riding I was a lot better at that than all the others were."

"Riding the bike is great.' said Brownell. "I get some pretty bizarre looks from people, but I love what I'm doing, plus we get bonus pay of 11 percent for riding and a free take-home bike too. You can't beat it."

Another benefit of police work is that each day is different, according to Brownell, who is currently assigned to investigating traffic accidents and writing tickets.

"When you leave for work, you never know what's going to happen — like last January when I was working by myself in a police car," said Brownell. "I stopped this guy in a jeep in the Wilshire area and told him he was speeding. He was really dressed nice, Rolex watch and everything, but when I turned around to take him back to the car he got into the jeep and took off. We ended up having an eight-minute pursuit down by Wilshire and Western through rush hour traffic. I wondered why someone would run away from a speeding ticket but it turned out that he had $4000 in warrants and a car full of cocaine. As we were going along he was throwing kilos of cocaine out of the window. He ended up crashing into a parked car and when he leaped out, he left the jeep in gear and it went into a car wash. The cocaine he threw out the window had a street value of $1,200,000 and it was brought in by some citizens who were passing by. Now that was an interesting day!"

And then there was the day she had the blue light installed on the front of her bike for extra visibility at night.

"The guy hooked it up with a short in it. I pulled up at a traffic signal and the siren went off by itself and wouldn't turn off," said Brownell. "My partner got embarrassed, took off, and left me there. I had to disconnect all the wiring to get the thing to shut off."

Brownell describes her police career as relatively uneventful to date.

"I've never had an altercation in six years," she said. "I've stuck my gun in a few faces but I've never shot anyone and I've never had to hit anyone with my stick, either. I hear from some people that I'm pretty intimidating when I pull you over. I guess that's because I have a lot of confidence in myself.

"I don't really think about the danger aspect of the job — if you started thinking about that you wouldn't go out there. You just have to laugh about everything."

Realizing her dream of being part of the LAPD's motorcycle squad is not going to stop Brownell from pushing ahead. She has lots of goals left to fulfill.

"I want to get involved with drunk drivers. They are so obnoxious," said Brownell. "They create so much more damage and death than all the robbers and murderers that you can imagine and they have no remorse either. They can run right over people and never care. Working in accident investigation, I always got them after the fact — they had already plowed into three or four cars before I saw them. I'd like to have a go at getting them before they hurt somebody. And then, maybe one day, I'd like to become a motosergeant."

But in the meantime, Brownell will be out on patrol, writing tickets and getting shocked looks from all of her "victims."

"I'm really enjoying my job — it's fun," she said. "But you'd better watch out. They expect us to write more tickets when we're on a bike because we're more mobile, so behave yourselves out there, okay?" •

Jeff Frisz (38) jumps out in front of Bob Hannah (26), Jeff Beckington (456) and Kenny Keylon (30) at the start of the first 250cc Pro moto at Dade City Motorcycle Raceway.

Todd DeHoop's first ride aboard the factory Suzuki was a successful one as he won the 125cc Pro class.

Florida Winter AMA Motocross Series: Round 3

Hurricane Hannah wrecks Dade City

By Mike and Anne Adair

DADE CITY, FL, JAN. 9-10

Bob "Hurricane" Hannah wrecked the 250cc Pro ranks in the third round of the Suzuki/Scott USA FLorida Winter AMA Motocross Series at Dade City Motorcycle Raceway. While Hannah was the dominant force in the pro ranks, with the only class sweep, his Suzuki teammate Todd DeHoop took 125cc honors and Kawasaki-mounted Keith Johnson topped the 500cc Pro class. The only thing faster than Hannah's RM Suzuki was the Cessna P210 that he pilots.

DeHoop's debut race for Suzuki also featured the first production test of the new React rider radio communication equipment. DeHoop said, "My mechanic Mark Johnson constantly updated me with good information. I never had to wonder who was behind me and he fed me tips on better lines. That radio kept me pumped."

Massachusetts rider Johnson, who shared 500cc moto wins with JoJo Keller, said, "This is my first series to race against the pros. They are a lot more aggressive, but my biggest problem is getting used to the 30-minute motos."

On the 250cc start gate Hannah's mechanic Randy Bruininga and Bevo Forte joked as they massaged Hannah's arms. "He's kind of an old guy," said Forte. "We have to check to see if he has feeling everywhere."

Bruininga added, "Yeah, and we have to make sure that he's awake for the start."

The gate dropped and Jeff Frisz, Hannah, John Reinholt, Alan Andrews, and David Paquette led the charge to the first turn. At the end of lap one Frisz's Suzuki held the point with Hannah on the gas and the crowd on its feet. Series leader Fred Andrew didn't appear for the green flag, reportedly injured and unable to continue. Hannah played cat and mouse until lap six when he jumped alongside and passed Frisz in a sweeper for the win.

Hannah said later, "I feel like I am playing with kids. Give 'em a little time and they'll be smacking me around."

Frisz said, "We just got the 250 and Woody Kyle spent the whole day helping me set it up. I'm delighted with it."

Reinholt, who was bumped from the third spot by Mike LaRocco, said, "LaRocco was breathing on me hard, then a lapper chopped me down."

In the moto two start Hannah played the inside line like a musician and owned every lap of the race. Frisz held second for most of the race until LaRocco completed his move from sixth to pass Frisz on lap 12. Privateer Kenny Keylon, in his first appearance of the season, passed Frisz for the third spot.

Answer/Scott USA/Kawasaki of Lake Wales assisted Keylon said, "Frisz had better drive and momentum, so I stayed on him and waited for a mistake. I have been doing hare scrambles and not training much for motocross, yet I feel stronger now then when I trained hard."

Hannah, who visited injured rider Dawson Ransome in the local hospital after the race, said, "I've broken my share of bones out there too, but I've had a lot of fun in this sport. I'm almost through, but I would like to experience a Daytona win one more time."

Answer/WKR/Silkolene/Bell-sponsored Frisz returned to action in the 125cc class and led Keith Turpin, Dale Spangler, Todd DeHoop, Keith Bowen and Billy Graef in the early going. Pre-race favorite Ronnie Tichenor was used for traction in the first turn, sustained injuries and loaded up for the day.

After taking the moto win Frisz said, "I don't know if I want to ride two classes again. It's a strain."

Keith Bowen coaxed his Kawasaki back from a seizure to finish fifth and explained, "It stuck, but after I finally got it going I had forgotten my goggles were off. I had to stop again to put them back on."

Amateur John Kitsch pulled the holeshot in the second Pro moto with DeHoop, Jay Mann, James McIlvaine and Bowen on the gas. Frisz's silencer was mangled in a first turn crash and he was wrapped for the day, as was Turpin. Bowen's TUF/Answer/Ohlins Kawasaki rolled on, clipped DeHoop on lap four and began an assault on Kitsch. Kitsch handled the pressure well, but Bowen was doubling from the upper to lower sections of track and the crowd was with him. Bowen took the lead on lap seven and continued to style for the crowd on his way to the moto victory.

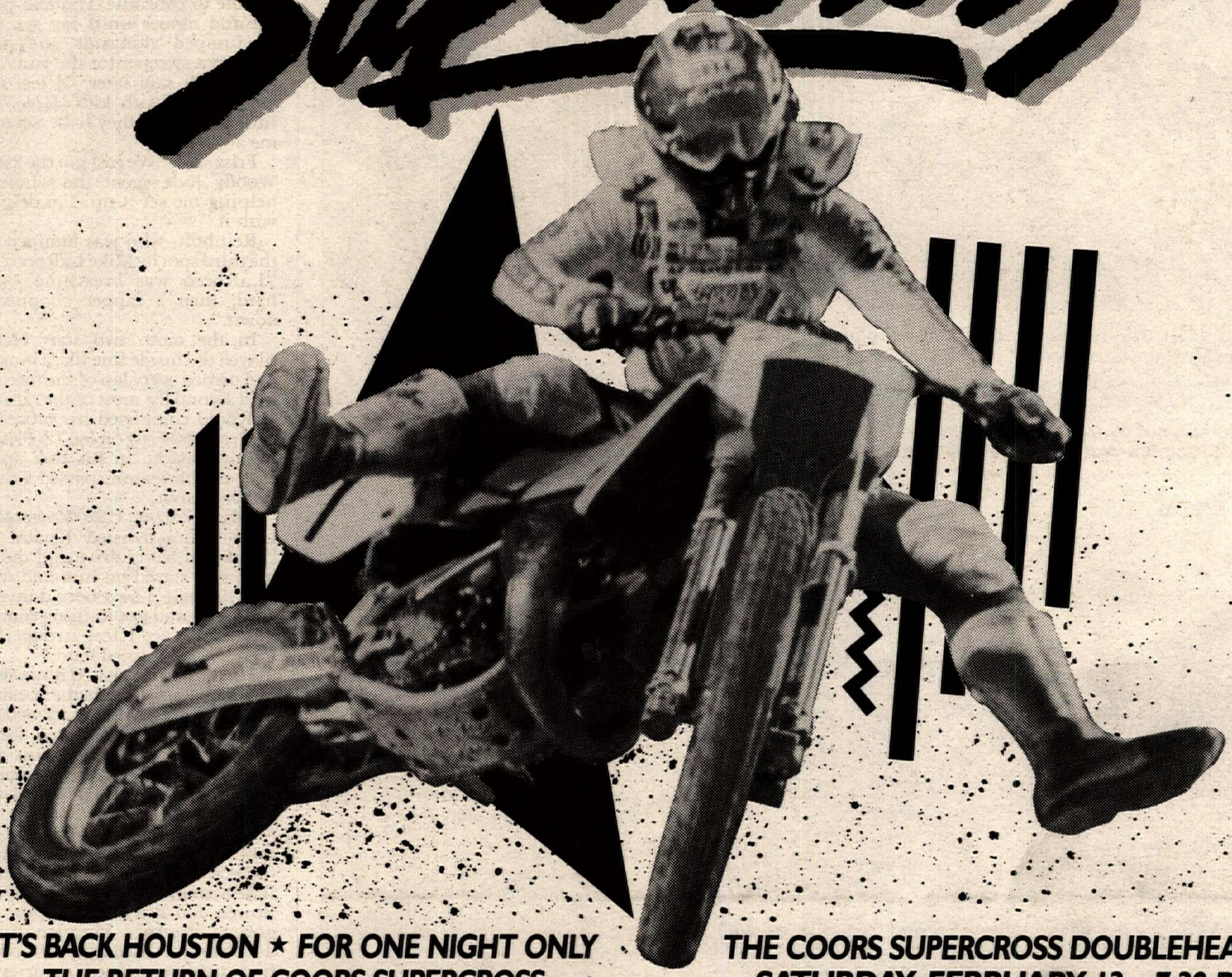
Bowen admitted that his mechanic Bill West and Brian Mayer threatened to paint his bike orange to protest the lack of Kawasaki support. Bowen said, "My boss at TUF and Kawasaki got together with a better incentive, so the bike stays green."

Indiana rider Derrick Roe made an impressive debut in the series with a third overall.

DeHoop said, after winning the

Coors

Supercross



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HONDA SUZUKI YAMAHA Kawasaki AMA SANCTIONED Coors HONDA YAMAHA AMA SANCTIONED SCOTT USA KXRX

Keith Johnson scored the overall victory in the Open Pro class with 2-1 finishes. Jon McCabe was second overall.

Gene Naumec (115) scored wins in the 125 and 250cc B as well as the 125 (12-15) classes. Here he chases Mark Peterson in 250cc B action.

Mike Deck (19) and Patrick Greer (1) flank 65cc class winner Kenny Yoho at the start of the 85 (7-11) race. Yoho finished third in that class.

Jeff Frisz (38) led Hannah in the early laps of the first 250cc Pro moto. Hannah passed him on lap six, then won moto two for the overall victory.

overall, "I needed to beat Kitsch or Bowen would win it. I fell, but the radio told me what I wanted to hear. Kitsch was not close enough."

Florida's Glen Lofley came out of retirement to lead both 500cc motos. In moto one Richard Sirois, Mike Spear, Chuck Weinberg and Johnson separated Keller from the win. Keller's powerful style ate up the track and he jumped Lofley for the win on lap nine. David McClean followed Keller through the ranks for second.

McClean said, "I knew JoJo would tire, but my goggles were full of sweat and sand and I couldn't see."

Keller said, "It is good to be back at the Winter AMA. Last week I had to deal with a lot of frozen pipes. Bettencourt is giving me the bikes and Honda West of Tampa is helping with my expenses."

Moto two featured Lofley, Spear, Jim Kapitan, Jon McCabe, and Weinberg in the chase. Johnson needed two laps to roost by Lofley and claim the moto. Keller moved up from 10th to third behind McCabe, but a first moto wrist injury forced him out on lap 11.

McLean said later, "I got a bad start and then grabbed all my tear offs at once. A holeshot was a big help here."

Amateur

Team Green Kawasaki/Scott USA/DMC-sponsored Gene Naumec scored the only triple win in recent series history with a sweep of the 125cc B, 250cc B and 125cc Youth classes. Naumec said smiling, "The hardest part was the first moto. I was stiff in the cold weather and found it hard to get going."

Jeff Beckington had quite a day in the Expert ranks. The LaRocco Cycle/Gear/Honda-sponsored rider aced his brother David to the 125cc win and finished third to Jon McCabe and John Kitsch in 250cc competition. Beckington said, before flying back to Michigan for exams, "Other than a loose grip in the final 125cc moto, everything was perfect out there for me today."

McCabe had a battle with John Kitsch before wrapping up his second 250cc A win. He explained, "I didn't feel that good today and was surprised that I won. Getting two good starts was the key."

In 500cc A action Mike Stahlman caught Joe Rogers to win the first moto, then battled back for a fourth behind Keith Johnson, Mike Roth, and Brad Bolton to claim the overall win. The Yamaha/JT/Kal-Gard supported rider said, "I drew 33 on the gate in the first moto and Joe Rogers was hard to catch."

In the Mini division Kenny Yoho split 65cc motos with series leader Scott Julien. Tony Haynes, riding for Cycle Springs Yamaha, churned to his first 85cc (7-11) win and Brian Swink romped to another 85cc (12-15) class victory.

Four more motos of 25 Plus and Senior class action belonged to VPE/Boyesen-backed Fred Vertucci. The retired pro still rides with enthusiasm and a lot of flair. Super Senior Kenny Brown returned to the win column in a good duel with Al Gardner and Thomas Bragg.

Andy Davis and Ryan Dean vanquished their divisions in 125cc C competition and Jon Grant improved his third place 250cc C standings with a win. •

Results

125cc PRO: 1. Todd DeHoop (Suz); 2. Keith Bowen (Kaw); 3. Derrick Roe (Kaw); 4. John Kitsch (Kaw); 5. Dale Spangler (Kaw); 6. Barry Carsten (Yam); 7. Jeff Frisz (Suz); 8. Patrick Barton (Hon); 9. Keith Turpin (Suz); 10. Wm. Dzielak (Hon).

250 PRO: 1. Bob Hannah (Suz); 2. Mike LaRocco (Yam); 3. Jeff Risz (Suz); 4. Kenny Keylon (Kaw); 5. John Reinholt (Suz); 6. Jeff Beckington (Hon); 7. David Paquette (Kaw); 8. Clay Hoenshell (Suz); 9. Randy McCann (Kaw); 10. Steve Martin (Hon).

OPEN PRO: 1. Keith Johnson (Kaw); 2. Jon McCabe (Hon); 3. Mike Spear (Kaw); 4. Dave McClean (Hon); 5. Michael Stahlman (Yam); 6. Chuck Weinberg (Kaw); 7. Jim Kapitan (Hon); 8. JoJo Keller (Hon); 9. Dane Hillery (Hon); 10. Glenn Lofley (Hon).

125 A: 1. Jeff Beckington (Hon); 2. David Beckington (Hon); 3. Derrick Roe (Kaw).

250 A: 1. Jon McCabe (Hon); 2. John Kitsch (Kaw); 3. Jeff Beckington (Hon).

OPEN A: 1. Mike Stahlman (Yam); 2. Brad Bolton (Yam); 3. Mike Roth (Yam).

125 B: 1. Gene Naumec (Kaw); 2. Wes Keenum (Yam); 3. Grayson Goodman (Yam).

250 B: 1. Gene Naumec (Kaw); 2. Charles Sybert (Hon); 3. Grayson Goodman (Yam).

500 B: 1. Rick Perry (Yam); 2. Chris Nelson (Yam); 3. Dan Crawford (Yam).

65 7-11: 1. Kenny Yoho (Yam); 2. Scott Julien (Kaw); 3. Ricky Carmichael (Kaw).

85 7-11: 1. Tony Haynes (Yam); 2. Jason Sybert (Hon); 3. Kenny Yoho (Yam).

85 12-15: 1. Brian Swink (Kaw); 2. Ezra Lusk (Kaw); 3. Daryl Youngblood (Kaw).

125 12-15: 1. Gene Naumec (Kaw); 2. Brian Swink (Kaw); 3. Eric McLear (Yam).

+25: 1. Fred Vertucci (Kaw); 2. Joe Rogers (Hon); 3. Alan Crum (Kaw).

SR: 1. Fred Vertucci (Kaw); 2. David Johnson (Hon); 3. Dave Curry (Hon).

S/SR: 1. Kenneth Brown (Yam); 2. Al Gardner (Hon); 3. Thomas Bragg (Hon).

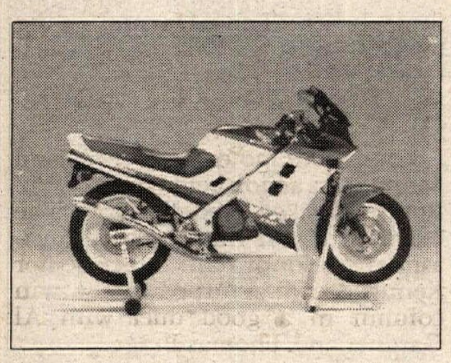
125 C D-1: 1. Andy David (Suz); 2. Eddie Cherry (Yam); 3. Ryan Fenn (Kaw).

125 C D-2: 1. Ryan Dean (Kaw); 2. Jeff Warrington (Hon); 3. Sandro Gheezi (Hon).

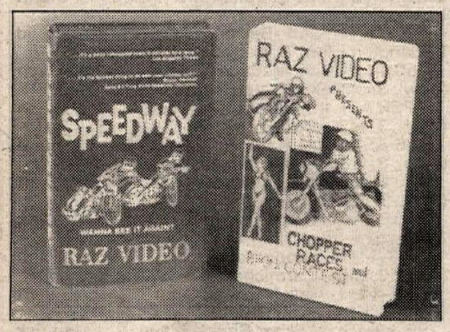
250 C: 1. Jon Grant (Hon); 2. Richard Nadon (Hon); 3. Mike Wilshaw (Kaw).

New Products

The new Style Auto-designed Klotz Racing Jacket is made of 100% nylon in brilliant red with black and white accents, has six outside pockets and two inside, a nylon front zipper hidden behind a three-button front, and the elastic waistband and raglan cuffs are designed for a snug fit to help keep out the cold. Available in adult sizes for $44.22. For more information contact Klotz Special Formula Products, Inc., Dept. CN, P.O. Box 11343, Fort Wayne, IN 46857, 800/242-0489 or 219/749-0489.



The Hindle Racing Super Stand is a combination stand that can be used to lift the front wheel, the middle of the chassis or the rear swingarm. The aluminum and steel stand can also be used as a wheel balancing stand or as a dolly for moving heavy equipment. Fits all motorcycles and is easily disassembled for storage. The deluxe stand carries a $229.00 (Canadian) retail price tag, and a basic stand retails for $129.00 Canadian. For more information contact Hindle Racing Products, Dept. CN, 110 Heale Ave., Scarborough, Ontario, M1N 3Y1 Canada, 416/267-0609.



Raz Video Productions specializes in motorcycle videos and has a full line of videos available, including wild stunt shows, radical crashes, World Ice Racing Championship and National Speedway Championships. Prices range from $19.95 to $39.95. For more information contact Raz Video Productions, Dept. CN, 1828 E. Walnut St., Pasadena, CA 91107, 818/449-1175. •

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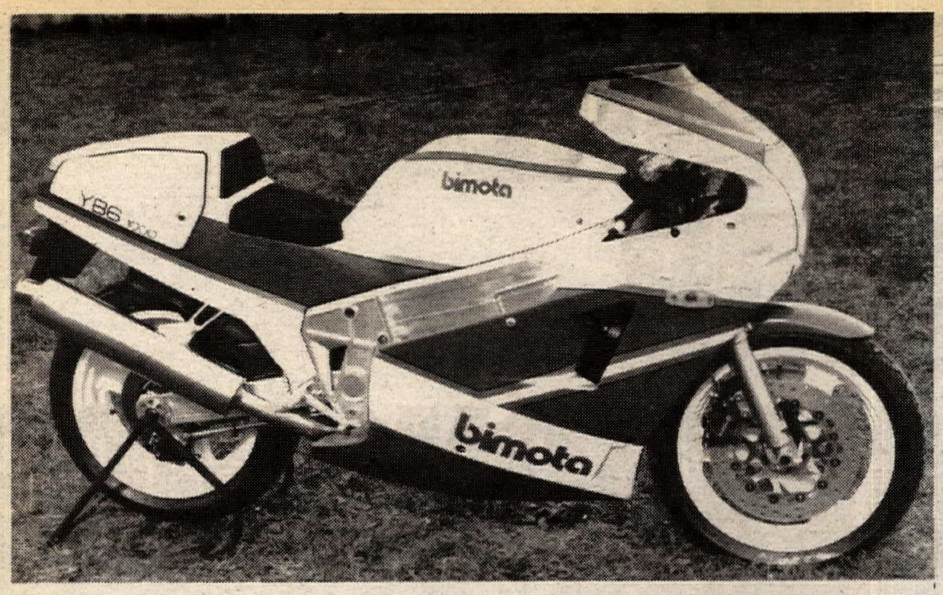
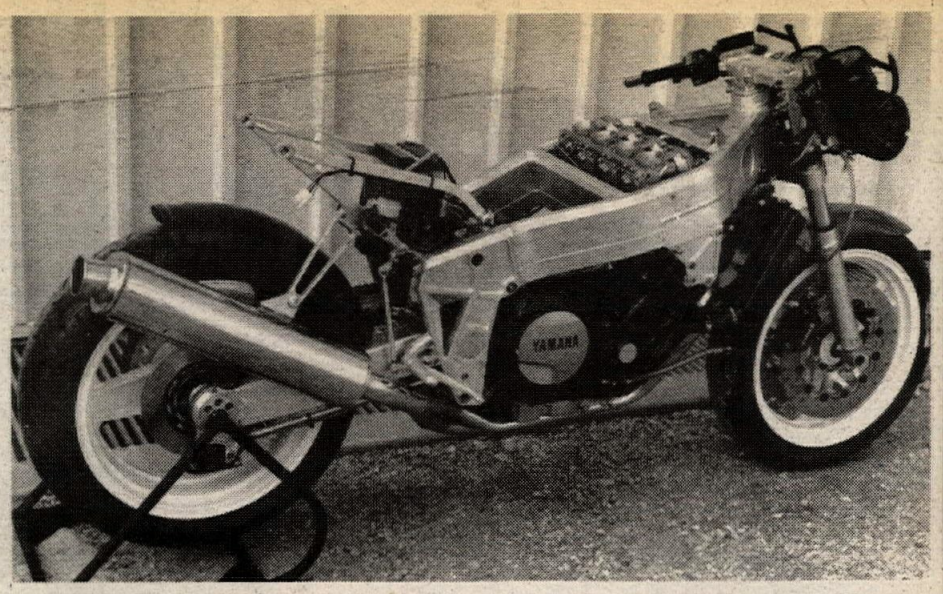


The Bimota YB6 is a street replica of the Yamaha FZ750-powered YB4 that won the 1987 World and Italian Formula One titles.



A standard FZR1000 engine is fitted in the twin-spar fabricated aluminum chassis. A special exhaust system provides adequate ground clearance.

Impression: Bimota YB6

The best there is

By Alan Cathcart
Photos by F. Herzog and Cathcart

The past year was one to remember for Bimota. Not only did the little Italian company defeat the might of Honda and Suzuki to win the TT Formula One World Championship, assisted by a trio of 1-2 performances by eventual title-winner Virginio Ferrari and teammate Davide Tardozzi, but they also consolidated their remarkable recovery from the brink of financial catastrophe that they found themselves facing as recently as three years ago. Since then, a mixture of hard work and inspired marketing, abetted by the loyalty of their 32 employees, has made Bimota not only one of the motorcycle world's most remarkable current success stories, but also a paragon of Italian industry, with numerous magazine articles written about them in the financial press as an example of how Italy's arcane bankruptcy laws can be made to work in a positive fashion. They've even been held up as a role model for others to follow in debates in the Italian parliament.

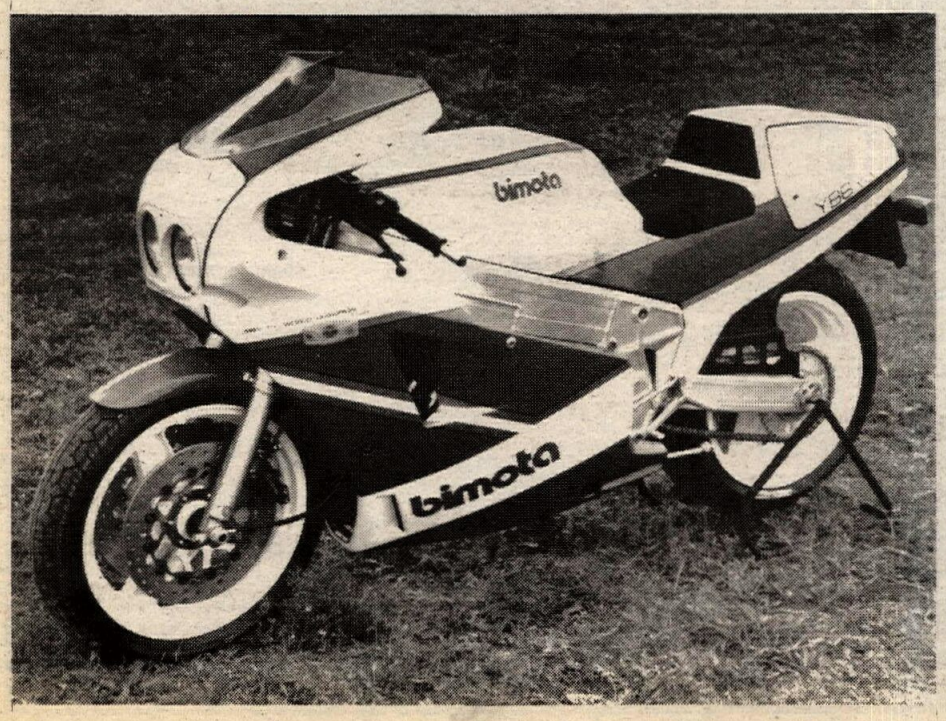
All this attention from outside the motorcycle world is very welcome, but Bimota boss Giuseppe Morri hasn't let either it or the company's well-earned racing success divert him from the main task at hand: to increase production, develop new models that the market wants to buy, and above all sell bikes. That aim was spectacularly achieved by Bimota in 1987, a year in which their annual production exceeded 500 bikes for the first time — and all of them sold. More than 300 went to Japan (giving rise to yet more magazine articles about how one firm at least is combating the difficulties of reversing the trade flow imbalance!), another 100 to Germany, and the rest to various countries such as the U.S., Spain, Britain, Switzerland and so forth. Rather surprisingly, more than a third of the 500 units were the Yamaha FJ1200-powered YB5 introduced in late 1986, a hyper-fast but also hyper-expensive roadburner in the traditional Bimota mold (actually conceived as a means of using up surplus components from the Suzuki-engined SB5 model, and as such originally only targeted for a production run of 80 units). The balance consisted of the now well-established Ducati-based DB1 range, which now includes not only the standard model but also DB1SR sports racing and DB1J 400cc versions, the latter obviously targeted for Japan where it's sold more than 50 units.

One might say Bimota's comeback has been spectacularly successful, and with new capital pumped in from outside from one of the several investment sources who lined up to offer Bimota money after their success was so well aired in the Italian press, plus their ever closer collaboration with Yamaha who now supplies Morri direct with engines and market the result in Japan through their Carrozeria subsidiary, Bimota has both the capital they need for expansion and the market for which to develop new models. All of which set the scene nicely for the debut of the YB6 at the Tokyo Show last fall — and the honor I received when I was allowed to sample the first prototype of the new FZR1000-powered street racer briefly the day it was completed, before it was crated and shipped off to Japan later that same day.

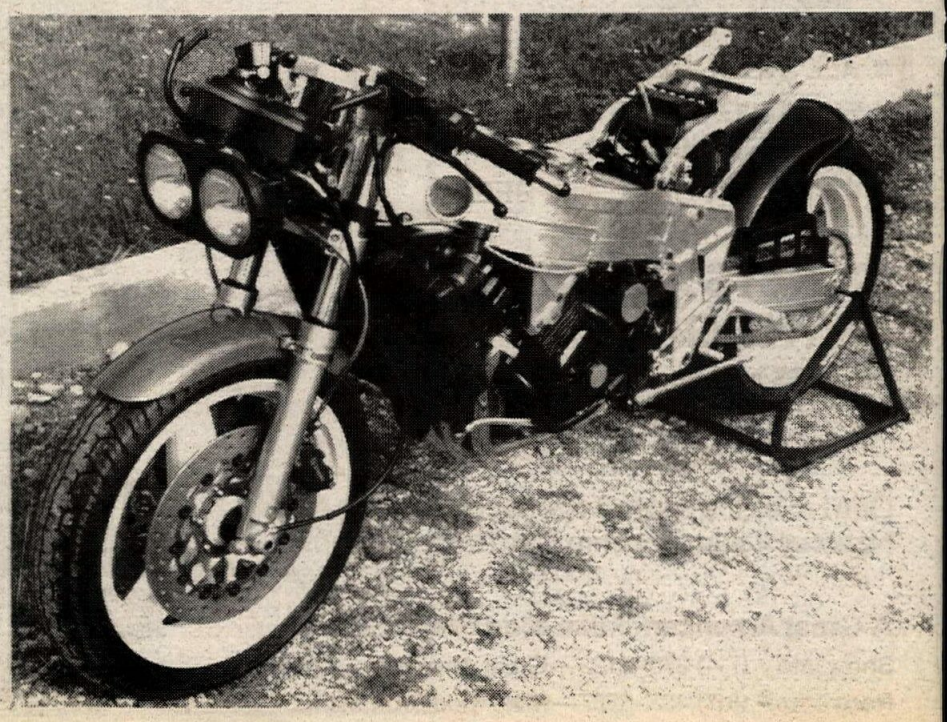
The YB6 is Bimota's street replica of the Yamaha FZ750-powered YB4 road racer which won them the '87 World and Italian Formula One titles, as well a scoring the first-ever victory by an Italian team in a round of the World Championship Endurance Road Race Series at Monza in June. The fact that it comes equipped with the FZR1000 engine does not alter that fact, since the two 20-valve power units have identical external dimensions, practically identical weight, and nearly identical power outputs — except that the 989cc street engine is actually *more* powerful than the race-kitted 749cc unit! The larger (in displacement) engine's 140 bhp at 9000 rpm contrasts with 125 bhp at 12,000 rpm, and though with street equipment and starter motor the YB6 scales in at 396 pounds dry, that's not a whole lot more than the YB4 in 'sprint' TT trim at 341 pounds, rising to 358 pounds with lights and generator for 24 hour endurance events like the Bol d'Or.

Vastly more torque from the bigger engine, with the maximum pull at only 7500 rpm, necessitates only a five-speed gearbox as opposed to the six-speed gear box in the 750cc racer, but apart from their own exhaust and consequent re-jetting of the 37mm downdraft Mikunis, Bimota fits the FZR1000 engines completely standard as they come from Japan. However, they do raise the gearing compared to the stock Yamaha FZR1000 by two whole teeth off the back wheel, making this unquestionably the fastest production street bike in the world in the making. How fast is that? "Over 160 mph" is all you'll get from me or Bimota — me because there was no question about taking 'er up the Autostrada to find out so soon before

Bimota expects to make 300 YB6s in 1988. Each will cost about 24 million Italian lire, or approximately $20,000 American dollars.



The small oil cooler and water radiator are specially-made alloy units. Front brakes are 320mm Brembo discs with new four-piston calipers.



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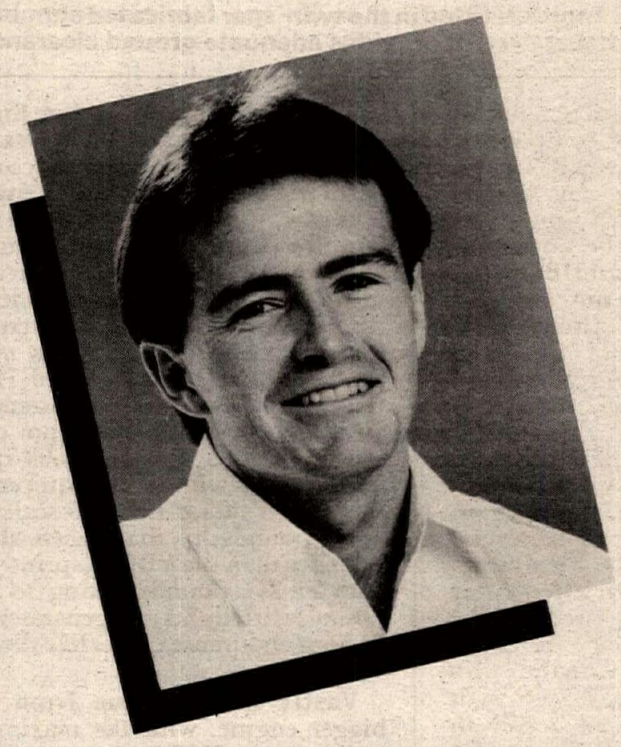

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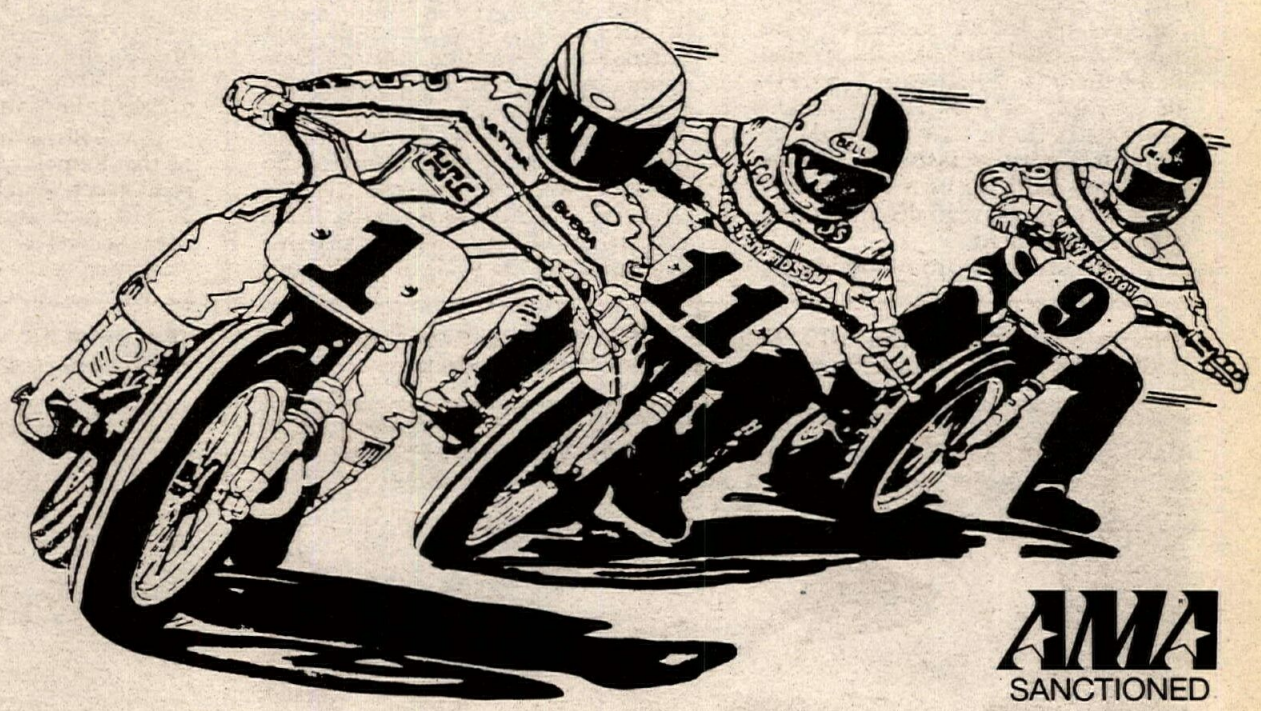

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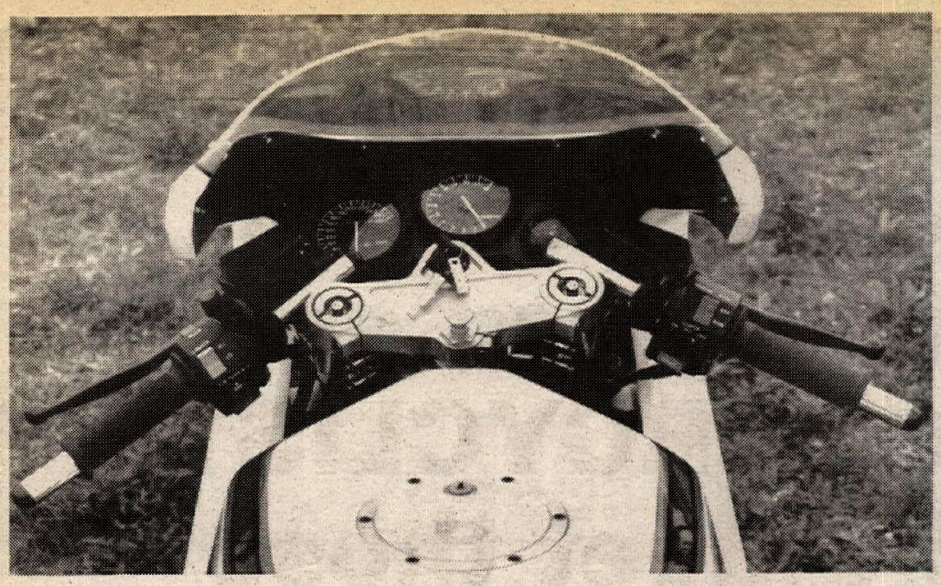


A tall windscreen and fairing 'wings', low footrests and forward mounted, spread-out bars give the YB6 a spacious feeling.

Bimota's YB6 is one exquisitely-beautiful package.

the YB6-1000 was due to go to Japan, and them because I don't think they honestly knew because the test hack they'd been running for the previous three months had been developed mostly at the Misano circuit which doesn't have a long enough straight to find out. Let's just say that, on paper, it's geared for just under 170 mph. Fast enough for you? No wonder they sell so many bikes in Germany.

However, the attraction of Bimota products is that they combine speed, performance and race-bred handling, all wrapped up in one exquisitely-beautiful (and beautifully-made) package. The YB6 is no exception to this rule, and personally speaking, I have to say that for me it has now usurped the DB1 as the best looking bike in the world. As most readers know, I'm not one for looking at a bike so much as hopping on and riding it, but even I stood transfixed for some minutes the first time I saw the YB6 in the flesh, so to speak, after they'd rolled it out of the factory experimental department. It is breathtakingly lovely, and even those of us who can never hope to have the "10 percent more than the YB5" it costs (about 24 million lire in Italy or approximately $20,000 in American greenbacks, although the American importer, Cosmopolitan Motors, says they hope to be able to keep the price around the $19,000 mark despite the weak dollar) can still get a kick out of standing and staring. If you end up being one of the lucky owners, just be tolerant of people like me who get in your way as you march up to swing a leg over it!

Given the circumstances, being allowed to try the first of the 300 YB6s Bimota expects to make in 1988 was like being given the key to your father's car for the first time: bring 'er back alive — or else!

Even though I imagined cars pulling out in front of me from every cross street and driveway, I could still appreciate the effortless performance and superb handling of a bike directly bred from a World Champion — yet wrapped up in a package which is superbly well tailored to the road. My brief spin showed the riding position to be surprisingly comfortable, much more so than the rather cramped YB4 even though the chassis is almost identical to the race bike's: the footrests are lower, the bars located further forward and spread out more, and the screen and fairing 'wings' are taller, making for a more spacious feeling all round without altering the same basic visual shape as the YB4. It does feel like a much larger bike, though; strange the effect of a few small changes like that. However, it's not so big that you can have a pillion option like on the YB5, which remains the only dual-seat Bimota.

But this impression of greater size is only an illusion, for the YB6's twin-spar fabricated aluminum chassis is almost identical to that of the YB4 racer, and as such represents a new departure for the company, being Bimota's first street bike fitted with anything other than a chrome-moly steel tubular frame. Designer Federico Martini agonized long and hard before adapting the alloy chassis from track to road use, concerned that it might not be sufficiently durable and tough for a long street life. But exhaustive tests, both on a computer module and of a practical nature, have shown that the Bimota version of a Kobas/Deltabox chassis passes the necessary exam to qualify as a product that can be safely sold to the public, although only after a change in material specifications from the Peraluman used on the YB4 to another type of aircraft alloy, Anticorda 100, on the YB6 which is also easier to work with in series production.

At 31 pounds, the YB6 chassis is slightly heavier than the YB4's, but has identical dimensions apart from the steering head angle which at 26 degrees is half a degree less steep than the race bike's 25.5 percent. Trail is the same at 100-105mm, depending on ride height, and the 41.7mm Marzocchi M1R front forks are the same as the YB4's internally, only with specially-made Bimota sliders which look much more svelte than the original ones, though still with hydraulic antidive in the right leg only. Wheelbase is the same on both bikes at 1420mm average, to achieve which the FZR1000 engine is also tipped back slightly in the frame from the 45 degree inclination of the cylinders in the standard Yamaha chassis, to 38 degrees in the Bimota. However, on the YB6, this does not require the fitting of a special sump to allow the exhaust pipe to tuck under the engine as is required on the race bike: the special Bimota exhaust system on the YB6 allows adequate ground clearance for road use on treaded tires, but permits retention of the standard sump — a desirable feature since one of the few problems Bimota has experienced with the YB4 has been a combination of oil surge and pick-up problems with the special one. Both the small oil-cooler and water radiator are specially-made alloy numbers rather than original Yamaha components, though.

Riding on 17-inch wheels front and rear, the YB6 will be fitted in series production form with either Michelin or Pirelli radials, using the new Oscam mag wheels fitted to the prototype, specially made to Bimota's design but uncannily resembling a pair of Dymags. Painting them white is all part of the attention-grabbing paint scheme, whose red and gold markings may not have quite the curvaceous flow of the DB1's 'tricolor' livery but is nevertheless elegantly purposeful.

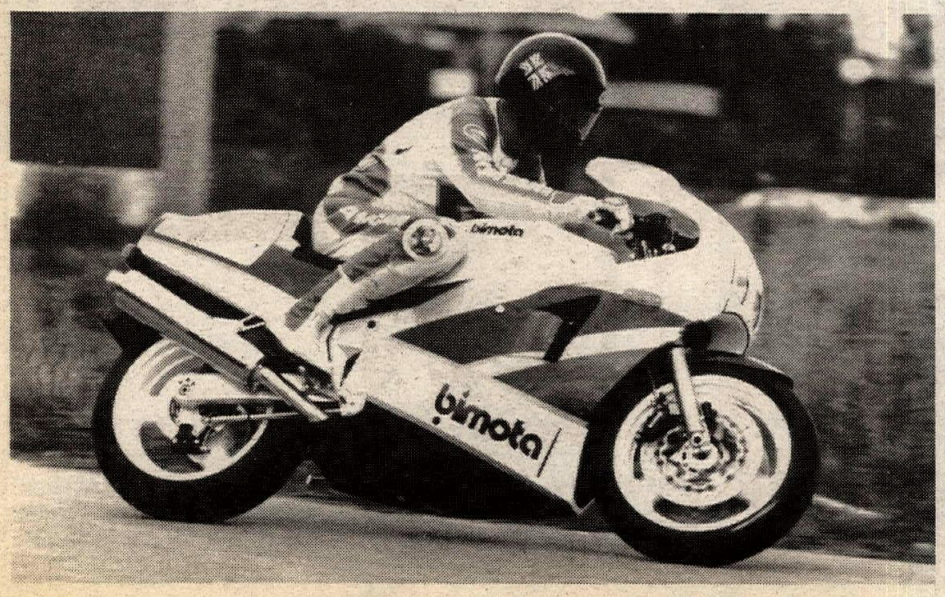
Front brakes are 320mm Brembo discs, same as the race bike, with the Italian company's long-awaited new generation four-piston calipers, and at the rear there's a 230mm disc and more ordinary caliper, both off the YB4.

The rear suspension unit is a Marzocchi made specially for the YB6, with external oil reservoir and adjustable for preload, compression and rebound damping and ride height. Instruments and switches are all stock Yamaha, as is the fuel tap which has been relocated to the upper surface of the left side of the fairing, in front of your knee. Anyone who's skinned their fingers trying to turn on or off the gas on a DB1 will hail this as a great leap forward for Bimota-owning mankind.

On the road, my brief acquaintance with the YB6 shows it to have more neutral and poised handling characteristics than I'd have expected from a bike so closely derived from a fast-steering racer — more like the ultra-stable FJ1200-powered YB5 than the TT Formula One racer on which I set my own personal Misano lap record when I sampled it in 1986. The YB6 steers smoothly into corners, doesn't fall into the turn like some Bimotas have in the past, and generally inspires confidence. Having come straight out of the workshop after assembly for me to ride, it's not fair to criticize the suspension, but while the rear happened by the luck of the draw to be well-nigh ideally set up for me and soaked up bumps and manhole covers so you hardly noticed them, the front Marzocchis were too stiff and hopped over irregularities in the road surface. I'm sure that could be tuned out, though, having ridden other bikes with M1Rs fitted which were satisfactory if not outstanding. I look forward to the day when Yamaha's recent purchase of Ohlins and their ever-closer ties with Bimota result in our seeing Swedish suspension front and rear on the Rimini factory's products, because right now I have to say there's little doubt that they are the best.

And that's pretty much what the Bimota YB6 is in production motorcycle terms: the best there is, in terms of design, styling, performance and handling. There's even a case for saying that on the basis of its projected price, it's also the best value for the money, though you won't find me making it, because the street replica of Bimota's 1987 TT Formula One World Champion, is around 40 percent dearer than the street replica of Honda's 1986 TT Formula One World Champion, aka the RC30. However, it will also be about 10 times more exclusive, several miles-per-hour faster, and let's not forget it — this is The Bike That Beat Honda in a latter-day two-wheeled David and Goliath story. Wish I had the odd 24 million lire slushing around in the bottom of my piggy bank. •

Alan Cathcart sampled the first prototype YB6 the day it was completed, before it was crated and shipped to Japan later that same day.



Bimota YB6

Engine type	Yamaha in-line, four-cylinder, liquid-cooled, four-stroke
Bore x stroke	75 x 56mm
Displacement	989cc
Compression ratio	11.2:1
Carburetors	4x37mm Mikunis
Horsepower	140 bhp @ 9000 rpm
Valves per cylinder	5
Starting system	Electric
Transmission	Five speed
Front suspension	Marzocchi M1R w/Bimota sliders
Fork tube diameter	41.7mm
Rear suspension	Marzocchi
Front brakes	Dual 320mm Brembo discs, four-piston calipers
Rear brakes	Single 230mm Brembo disc, two-piston caliper
Front wheel	17 in. Oscam mag
Rear wheel	17 in. Oscam mag
Front tire	N/A
Rear tire	N/A
Claimed dry weight	396 lbs.
Retail price	$18,998

"I like a publication that is honest, straightforward and concise, and MOTORCYCLIST and DIRT RIDER meet those requirements."

—Stan Barrett

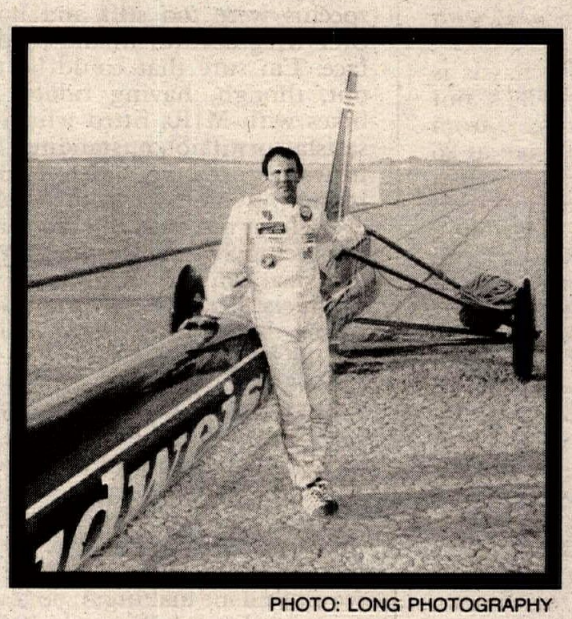


PHOTO: LONG PHOTOGRAPHY

Name: Stan Barrett

Occupation: Film director; stuntman; stock car racer; owner, Frontier Honda, Longmont, Colorado; first and only man to break the sound barrier on land

Professional career: "I got into the motion picture business in 1966 when I met Hal Needham and Burt Reynolds. Hal was the premier stuntman for many years, and then he wrote and directed a movie called *Smokey and the Bandit*. I was doubling Burt and Paul Newman at the time, and when Hal directed *Hooper*, which was really about himself, I ended up doubling Burt and doing the famous stunts where I slid the motorcycle under the truck and flipped it over a car. I started doing second-unit (action sequence) directing on a number of films and ended up doing a lot of the overall directing last year on Burt's film *Heat*. I'm doing a film with him right now called *Smoke*. I recently bought a Honda automobile dealership outside of Boulder and am looking at several others."

Memorable event: "When we finished *Hooper*, Hal Needham bought the Budweiser rocket car and asked me to drive it. We broke the existing land speed record at Bonneville at 638 mph. Nine runs later at Edwards Air Force Base, we ran 739.666 mph and broke the sound barrier. I'm still the only man to have gone Mach 1 on the ground."

Racing career: "After the land speed record, Hal said, 'Let's go stock car racing.' We put together a team in 1980, and I raced through 1981 when I came back to do some films. I had several top 10 finishes and was rookie of the Daytona 500 in '81, among several other races that year. I'm currently looking at the possibility of racing again this year."

Riding history: "I really started riding motorcycles because of my stunt work—it was a social thing among the stunt guys. I started racing desert and motocross and ended up doing a lot of stunts on bikes."

Riding preference: "Since we moved from California to Colorado I've become even more interested in riding because of all the opportunities here. I was never much into touring before, but now my wife and I love to tour the mountains. Riding in the mountains is what I enjoy doing off-road too . . . it's almost like Six Days Trial type riding. There's just such freedom on a bike; it's the ultimate escape. I've seen very few motorcycles with telephones on them!"

Bikes currently owned: Honda XR350; KTM 350; Honda Aspencade

Magazines: "I don't have a lot of time and what I do have is very important to me because, considering the risks I take, I've always felt that I'm living on borrowed time. I don't mind wasting my time, but I don't like anybody else wasting it. I like a publication that is honest, straightforward and concise, and MOTORCYCLIST and DIRT RIDER meet those requirements. I think both of them are great."

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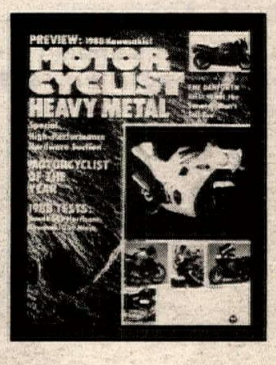
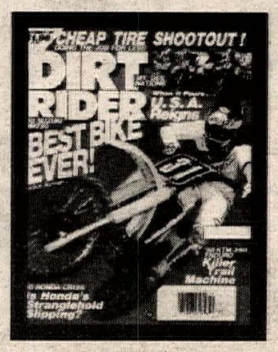
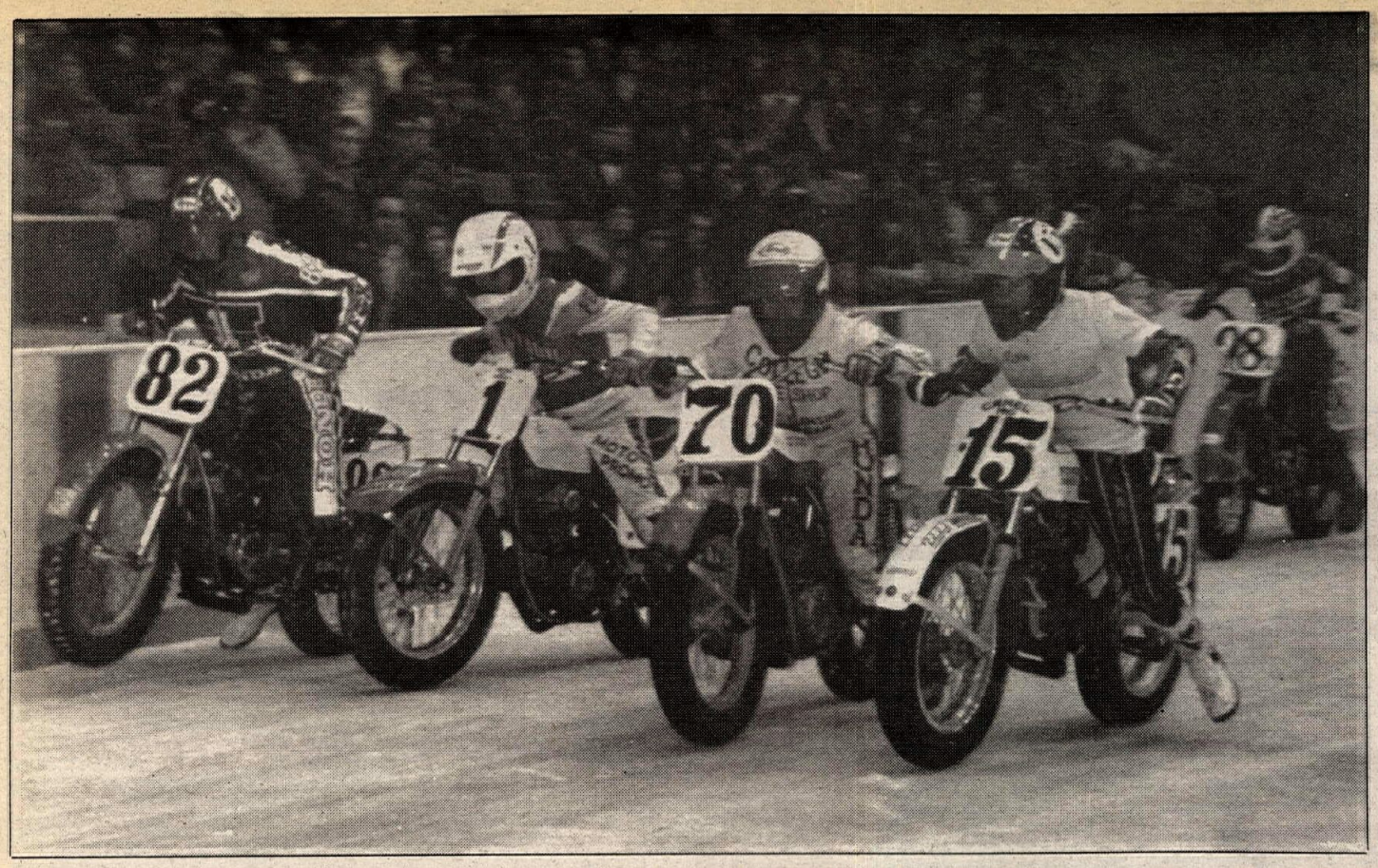
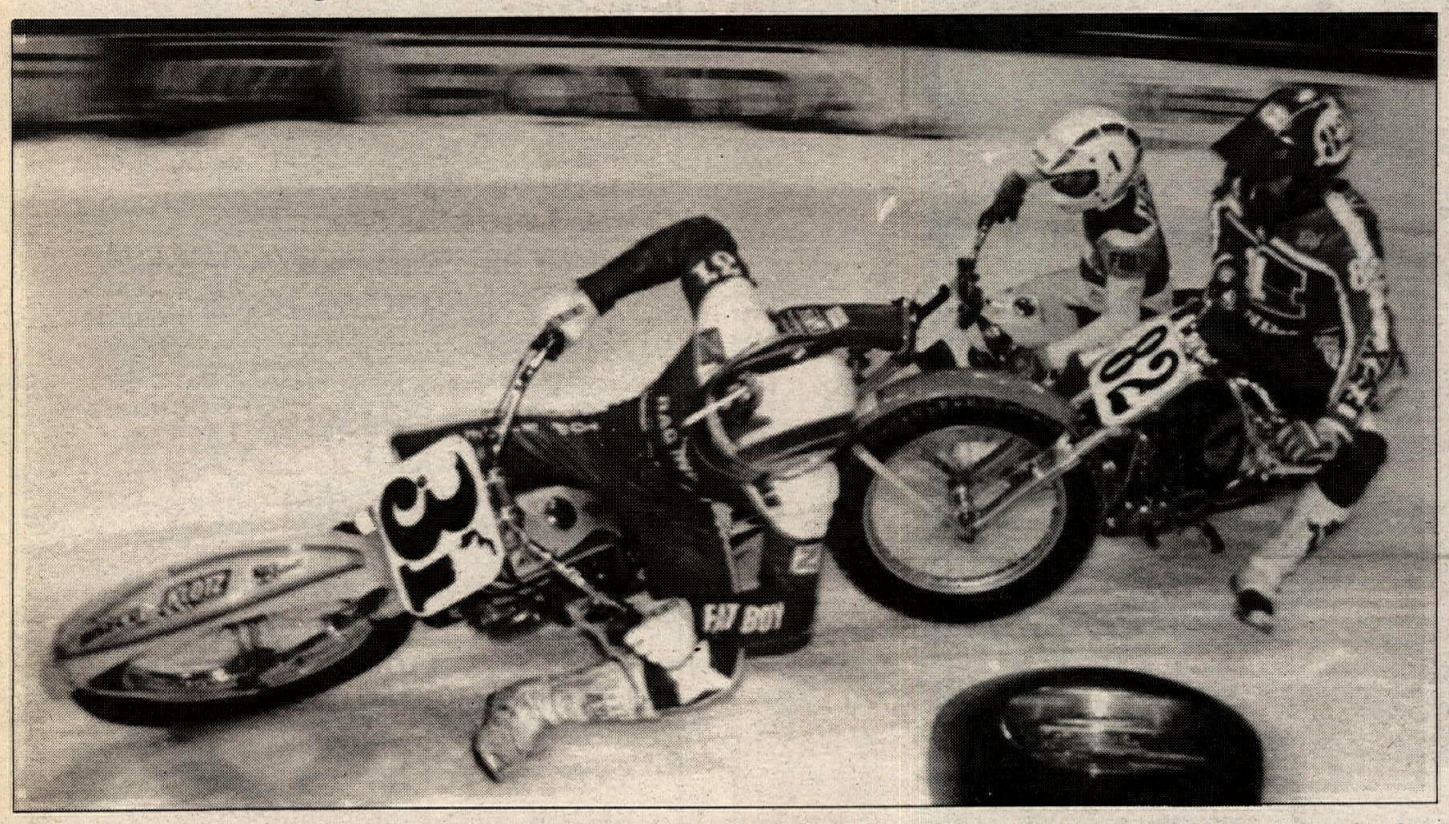






Ed Morris (82), Dave Hebb (1), Bryan Hardin (70) and Garth Brow blast off the line at the start of the final at Danville. Brow emerged with the lead and held it to the finish to take the win.



Dan Ingram (31) leads a heated battle between Ed Morris (82) and Dave Hebb for fifth place on the ice at the Peoria Civic Center. Ingram held them off and Hebb successfully passed Morris.

Invitational Pro Indoor Ice Race Series: Round 1

Brow ices Danville

By Dave Hoenig
Photos by Flat Trak Fotos

DANVILLE, IL, JAN. 8

The 1988 Invitational Indoor Ice Race Series opened with round one in Danville's Civic Center. Six-time series champion Garth Brow returned to form and took his Paul Steverson built Bel-Ray/Stokes Honda/Fox/Diamond/ Super Trapp/Mega Cycle/Arai-sponsored, Jon Hatcher-tuned Honda to a convincing main event win. Brow also gained the most points in the heats, posting three wins and two seconds.

The night was marked by several hard spills, many mechanical problems and the spectacular engine destruction of Chuck Springsteen's mount. Last year's winner, Dan Ingram had carburetor problems which eliminated him in the first two heats. After two wins and a second Ingram was tied with Don Estep for the last spot in the final, but the tie-breaker went to Estep and Ingram watched the final.

Defending series champion, Byran Hardin, Dave Hebb and Ed Morris gained front row starts by scoring 12 points in the heats. Springsteen had the misfortune to be watching in the pits during round two when Darris Erichsen borrowed his bike and blew it up exiting turn two, leaving oil and pieces of the cases all the way into turn three. Springsteen trekked out to his van and unloaded traveling-partner Hardin's spare and immediately beat Hardin in their heat. Launce Sulaty used a strong first half of the program while Mark Wyskiel rode steadily to put both on the back row with Estep.

Brow blasted into the lead of the final with Hardin close behind, his only competition. Morris, Springsteen, Hebb and Sulaty strung out behind. At the half way point Hardin's chain popped off and ended his fine ride. Brow only made one major mistake all day, he left his brand new set of Bel-Ray leathers in Ohio and had to wear Dan Ingram's spare pair. Brow cruised to the victory while Morris, Springsteen, Hebb and Wyskiel rounded out the top five. ●

Results

DANVILLE FINAL: 1. Garth Brow (Hon); 2. Ed Morris (Hon); 3. Chuck Springsteen (Hon); 4. Dave Hebb (Hon); 5. Mark Wyskiel (Hon); 6. Launce Sulaty (Hon); 7. Don Estep (Hon); 8. Bryan Hardin (Hon).

Bryan Hardin was the winner in Peoria's Civic Center.

Invitational Pro Indoor Ice Race Series: Round 2

Hardin handles Peoria ice

By Dave Hoenig
Photos by Flat Trak Fotos

PEORIA, IL, JAN. 9

Staton Lorenz's traveling ice show came to Peoria's Civic Center for round two of the 1988 Invitational Indoor Ice Race Series. Bryan Hardin and Chuck Springsteen are traveling together and they dominated tonight's racing, each winning four of five heats. Harding then easily out-distanced the field in the final on his College Bike Shop/parents/ND/Arai/Ed Morris/Bucks Auto Body-sponsored Honda, while Springsteen brought Hardin's dinosaur home second.

Hardin and Springsteen made up half the front row while rookie ice racer Mark Wyskiel and Ed Morris filled the line. Wyskiel scored 11 points in heat action as Morris tied Garth Brow and Dan Ingram at 10. Brow and Ingram were in row two with Don Estep at nine points, Dave Hebb, who had tied with Launce Sulaty at eight points but gained the ride by virtue of beating Sulaty in heat seven.

Springsteen grabbed the lead off the line on the first start of the final only to see the red flag come out as Wyskiel fell in turn three. The restart lasted only to turn one as Morris and Ingram tangled. The third try found Wyskiel, Morris and Ingram on the penalty line. It was a clean start this time with Hardin blasting to the front with Springsteen a distance back. Hardin pulled to a big lead as a small war broke out back in the pack. Springsteen held off Brow, Estep, Ingram and Hebb with Morris and Wyskiel rounding out the field.

Hardin goes into the next round with a slight points lead over Springsteen and Brow, their scores being 26, 25 and 23, respectively. ●

Results

PEORIA FINAL: 1. Bryan Hardin (Hon); 2. Chuck Springsteen (Hon); 3. Garth Brow (Hon); 4. Don Estep (Hon); 5. Dan Ingram (Hon); 6. Dave Hebb (Hon); 7. Ed Morris (Hon); 8. Mark Wyskiel (Hon).

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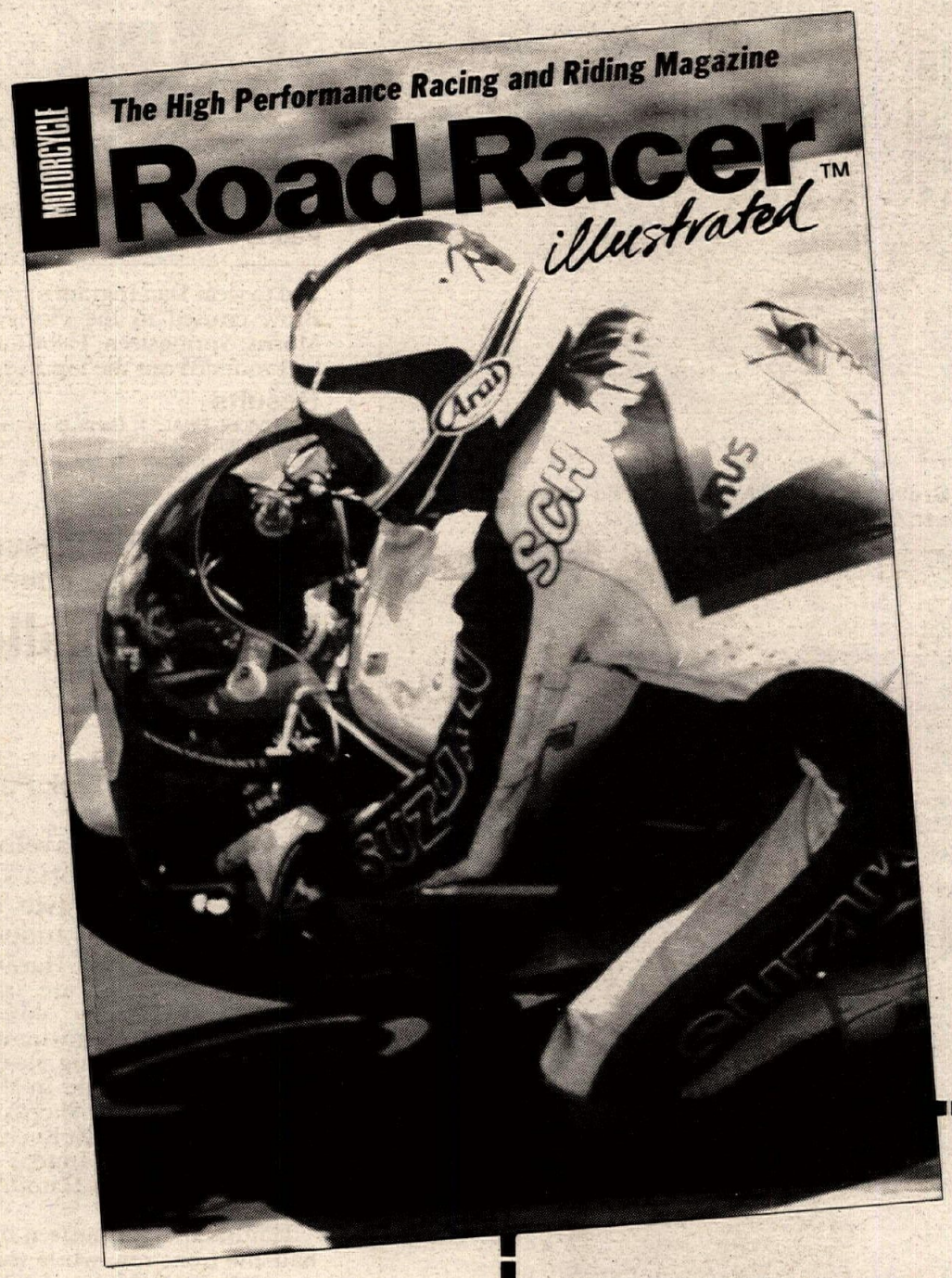

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Winner Dave Engstrom (715) leads the pack of 500cc Intermediates at the start of the first moto. He is pursued by Joel Christensen (17), Randy Chapman (391) and David Montgomery (50).

Kuntz collects win at Sandhill GSN

By Troy Scott

BRENTWOOD, CA, JAN. 9

Kawasaki-mounted Jim Kuntz overcame stiff competition and Mother Nature to clean up the 250cc Intermediate (Division One) class during the second Sportsman round of the Dodge Truck-sponsored, Continental Motorsports Club's Golden State National Series at nothern California's Sandhill Ranch.

Kuntz defeated 24 riders in his class, despite extremely muddy conditions, following nearly a week's worth of rain at the track.

Eric Puncelik nailed the holeshot at the start of the first 250cc Intermediate Division One moto but was closely followed by Yamaha riders P.J. Yacuk and Scott McCoy; Kuntz was running fourth.

However, McCoy got out of shape and dropped to fourth handing third to Kuntz, who was noticably gaining on Yacuk. In short time, Kuntz overtook McCoy and settled into the number two position. By the end of the third lap, Puncelik was out in front ahead of Kuntz, Ricky Lutz, Mike Mennig and Yoshi Yamahamoto.

During the fourth lap, Mennig slipped by Lutz over a double jump and captured third. A few turns later, leader Puncelik came to an untimely stop.

With Puncelik out of the race, Kuntz inherited the lead and had no problems running away from the field. Finishing second was Menning, followed by Tony McGrath and Eric Brown.

By the second moto, the starting gate had broken so the race was started by flag, and getting the jump to the first turn was McGrath, followed by Puncelik, Kuntz, Lutz, Mennig and Yacuk.

Puncelik made up for his first-moto third by storming to victory unscathed. But Kutz had no problems with taking second in the moto, which was more than enough to clinch the overall victory. Third in the moto went to Puncelik who finished in front of Lutz and Steven Sibell. Second overall with a 4-1 tally went to McGrath.

Kawasaki rider Ryan Carlisle grabbed the holeshot at the start of the 250cc Jr. Division Two class with David Emery and Ronnie Lee close behind.

Positions went unchanged until the third lap when Emery lost control in a rough section of track and was pitched off his motorcycle. He remounted but was out of the top 10. Charlie Flippen took control of fourth.

The rest of the moto remained much the same with Carlisle taking the fairly easy win ahead of Lee, Flippen, Eric Casa and Mike McCarley.

Carlisle's route in the first moto continued in the same manner in round two. The Kawasaki rider stole the holeshot and led right down to the checkered flag, while Flippen kept Carlisle in sight. Cruising in third was Stan Lundquist and his Yamaha.

Carlisle had no problem wrapping up the overall via a flawless 1-1 performance, with Flippen nabbing second with a 3-2. Third went to Richard Adriel with his 6-4 tally.

Kawasaki rider Mercedes Gonzalez had no problems handling the Women's class, posting a perfect 1-1 score. Gonzalez's nearest competitor was Honda-mounted Vicky Jackson. Jackson claimed second overall via a 2-2 combination, while third overall went to Jeannie Pruitt, who went 4-3.

The 500cc Intermediate class featured some heavy-duty racing. At the start of the first moto, Honda rider Dave Engstrom grabbed the early lead after passing Sergio Fernandez and his Honda. Soon after, Grant Michaelson took over second, while Tim Nash snuck into third.

By the fourth lap, a battle over third place hit high gear between Tim Whitlock, Nash and John McGinnis. When the checkered flag flew, it was Engstrom way out in front followed by Michaelson, Whitlock, Nash and McGinnis.

Once again Engstrom blasted into the lead at the start of the second moto with Michaelson close behind. However, Engstrom's pace was just too much for Michaelson, who began to drop back slightly.

Not far back in third was Nash but he was heavily pressured by Whitlock. Whitlock got on the gas on a downhill section of the course and passed both Nash and Michaelson for second. From that point on, positions in the top three remained the same with Engstrom taking the win ahead of Whitlock and Michaelson.

Damon Huffman and his Suzuki was unstoppable in the 80cc Intermediate class. Huffman smoked both motos for a convincing 1-1 victory. Second place went to Kawasaki rider Kennie McGrath who posted a 2-2 score. Third went to Yamaha rider Raymond Hensley. •

Results

60 0-8: 1. David Roberts (Kaw); 2. Tim Tilton (Kaw); 3. Jeremey Biere (Kaw); 4. Frank Navarro (Kaw).

60 9-11: 1. Zachary Runo (Kaw); 2. Jeff Willoh (Kaw); 3. Chris Wheeler (Kaw); 4. Eric Schnell (Kaw); 5. Phil Richmond (Kaw).

80 JR (12-16) DIV 1: 1. Chris Kefalas (Hon); 2. Todd Maderis (Kaw); 3. Billy Felts (Kaw); 4. Ronald Rolland (Kaw); 5. Shane Scarpiello (Suz).

80 JR (12-16) DIV 1: 1. Eric Chavira (Hon); 2. Casey Johnson (Kaw); 3. Michael Brandes (Kaw); 4. Steve Garnett (Suz); 5. Greg Schnell (Kaw).

80 BEG: 1. Robby Hock (Suz); 2. Craig Smith (Suz); 3. John Fox (Yam); 4. Kevin Crippen (Kaw); 5. Grant Gasper (Yam).

80 OPEN (9-11): 1. Jeff Tilton (Kaw); 2. Jason Partridge (Kaw); 3. Jasen Harrison (Kaw); 4. Chris Wheeler (Yam); 5. Jeff Willoh (Kaw).

80 INT: 1. Damon Huffman (Suz); 2. Kenny McGrath (Kaw); 3. Ramon Hensley (Yam); 4. Danny Nelson (Kaw); 5. Travis Cory (Hon).

BIG WHL: 1. Ryan Taylor (Kaw); 2. Jason Taylor (Kaw); 3. Rodney Taylor (Kaw).

125 BEG DIV 1: 1. Chuck Kinne (Kaw); 2. Todd Davis (Cag); 3. Chris Kefalas (Hon); 4. Mike Steinhoff (Yam); 5. Leon Fitzgerald (Hon).

125 BEG DIV 2: 1. Jimmy Chamberlain (Hon); 2. Jeffrey Brownlee (Suz); 3. Ryan Taylor (Kaw); 4. Jaime Knox (Yam).

125 BEG DIV 3: 1. Jeremy Sterger (Suz); 2. Richie Sherman (Hon); 3. Mike Bulley (Yam); 4. Christian Holland (Hon); 5. Marshall Wilcox (Hon).

250 BEG DIV 1: 1. Robert Drew (Yam); 2. Jim Barnett (Hon); 3. Kenny Madden (Kaw); 4. Ben Anderson (Hon); 5. Ryan Glass (Hon).

250 BEG DIV 2: 1. Ron Corby (Hon); 2. Edward Mooradian (Hon); 3. Tim Selby (Kaw); 4. Frank Dufur (Yam); 5. Bob Clark (Yam).

250 BEG DIV 3: 1. Melvin Bray (Suz); 2. Matt Phipps (Hon); 3. Lex Sihpil (Kaw); 4. John R. Mayor (Yam); 5. James Sanchez (Hon).

125 JR DIV 1: 1. Ronnie Densford (Hon); 2. Richard Aldrich (Hon); 3. Gary Hedding (Kaw); 4. Raymond Anthony (Hon); 5. Steve Bonita (Hon).

125 JR DIV 2: 1. Scott Hoffman (Hon); 2. Jon Kuebler (Hon); 3. Scott Bristol (Hon); 4. Devon Miller (Hon); 5. Jon Berg (Suz).

125 JR DIV 3: 1. Ryan Carlisle (Kaw); 2. Gary Brinkmeyer (Yam); 3. Roger Saez (Yam); 4. Cole Gress (Hon); 5. Larry Lawrence (Yam).

125 JR DIV 4: 1. Mike McCloud (Hon); 2. Michael McClain (Yam); 3. Jason Gibson (Hon); 4. Joel Tokarsky (Hon); 5. Jeff Finch (Hon).

125 INT DIV 1: 1. Brian Gypsum (Hon); 2. Mike Chamberlain (Yam); 3. Randy Moody (Hon); 4. Stephen Phillips (Suz); 5. Brett Duncan (Yam).

125 INT DIV 2: 1. Jeff Emig (Kaw); 2. Ryan Hughes (Yam); 3. Chris Neal (Kaw); 4. Chad Pederson (Yam); 5. Jeremy McGrath (Yam).

250 JR DIV 1: 1. Dannon Burg (Yam); 2. Jack Lawrence (Yam); 3. Ronnie Densford (Hon); 4. Gerry Johnson (Hon); 5. Matt Hetherington (Hon).

250 JR DIV 2: 1. Ryan Carlisle (Kaw); 2. Charlie Flippen (Kaw); 3. Richard Adriel (Hon); 4. Mike McCarley (Hon); 5. Kevin Geyer (Yam).

250 JR DIV 3: 1. Scott Jakacs (Suz); 2. Scott Huffman (Hon); 3. Jim Ryder (Yam); 4. Bob Mayor (Kaw); 5. Faylon Faulkes (Hus).

250 INT DIV 1: 1. Jim Kuntz (Kaw); 2. Tony McGrath (Hon); 3. Ricky Lutz (Kaw); 4. Mike Mennig (Yam); 5. Eric Browne (Kaw).

250 INT DIV 2: 1. Chad Pederson (Yam); 2. Grant Michaelson (Hon); 3. Jimmy Lewis (Yam); 4. Terry Swanson; 5. Jason Buhles (Suz).

250 INT DIV 3: 1. Ray Crumb (Kaw); 2. Tim Whitlock (Hon); 3. Brian Gipson (Hon); 4. Ryan Hughes (Yam); 5. Phil Lawrence (Yam).

500 BEG: 1. Leonard Kilman (Yam); 2. John Lea (HOn); 3. Ron Kergan (Kaw); 4. Pat Morgan (Hon); 5. Robert Fields (Hon).

500 JR: 1. Dannon Burg (Hon); 2. Mike Crawford (Yam); 3. Bryan Richard (Yam); 4. Chuck Bagwell (Hon); 5. Kurt Mozingo (Hon).

500 INT: 1. Dave Engstrom (Hon); 2. Tim Whitlock (Hon); 3. Grant Michaelson (Hon); 4. Tim Nash (Hon); 5. John McGinnis (Hon).

WOMEN: 1. Mercedes Gonzalez (Kaw); 2. Vicky Jackson (Hon); 3. Jeannie Pruitt (Hon); 4. Sheryl Fedorow (Yam); 5. Jeri McClinton (Kaw).

VET JR DIV 1: 1. Kirk Benke (Hon); 2. Douglas Clark (Hon); 3. Bob Clark (Yam); 4. Dave Hill (Hon); 5. Dan Swain (Hon).

VET JR DIV 2: 1. Melvin Bray (Suz); 2. Mike Ronk (HGon); 3. Rex White (Kaw); 4. Rick Glass (Hon); 5. Gary Yearsley (Yam).

VET INT: 1. Potts Thomas; 2. Larry Lacey (Hon); 3. John Slingerland (Hon); 4. John Adams (Hon); 5. Chris Burgeson (Yam).

VET MSTR: 1. Jon Miller (Kaw); 2. Mark White (Yam); 3. Robert Casper (Hon); 4. Russ Daley (Kaw); 5. Duane Hughes (Hon).

OT JR: 1. Clive Cheffins (Hon); 2. Greg Young (Hon); 3. Ken Feulner (Hon); 4. Jay Biery (Yam); 5. Gary Doggett (Kaw).

OT INT: 1. Leray Smith (Hon); 2. Frank Trier (Hon).

OT MSTR: 1. Jim O'Neal (Hon); 2. Werner Schutz (Kaw); 3. Terry Sage (Yam); 4. Bob Krah (Yam); 5. Leonard Shandler (Kaw).

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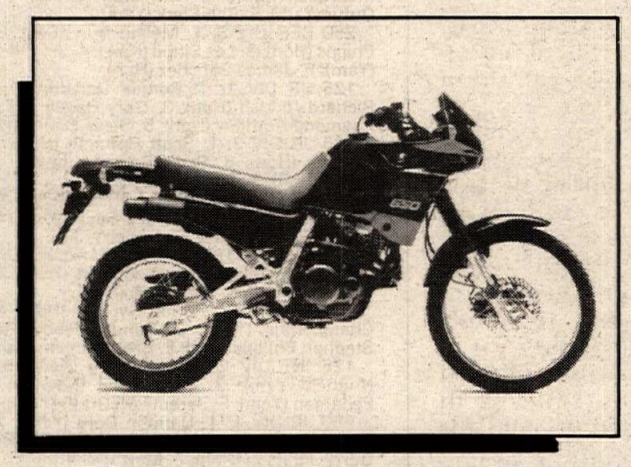

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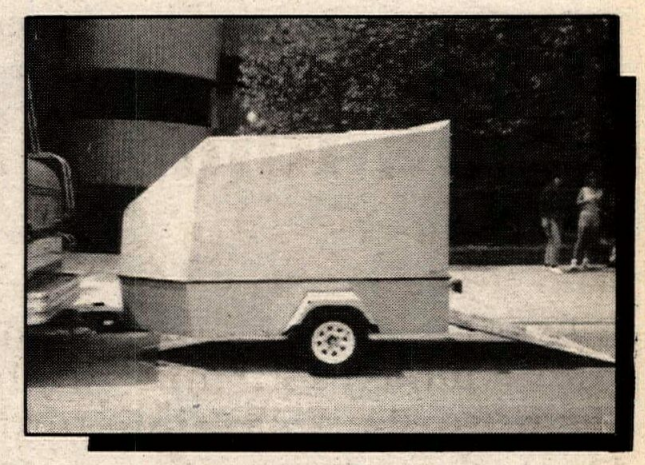

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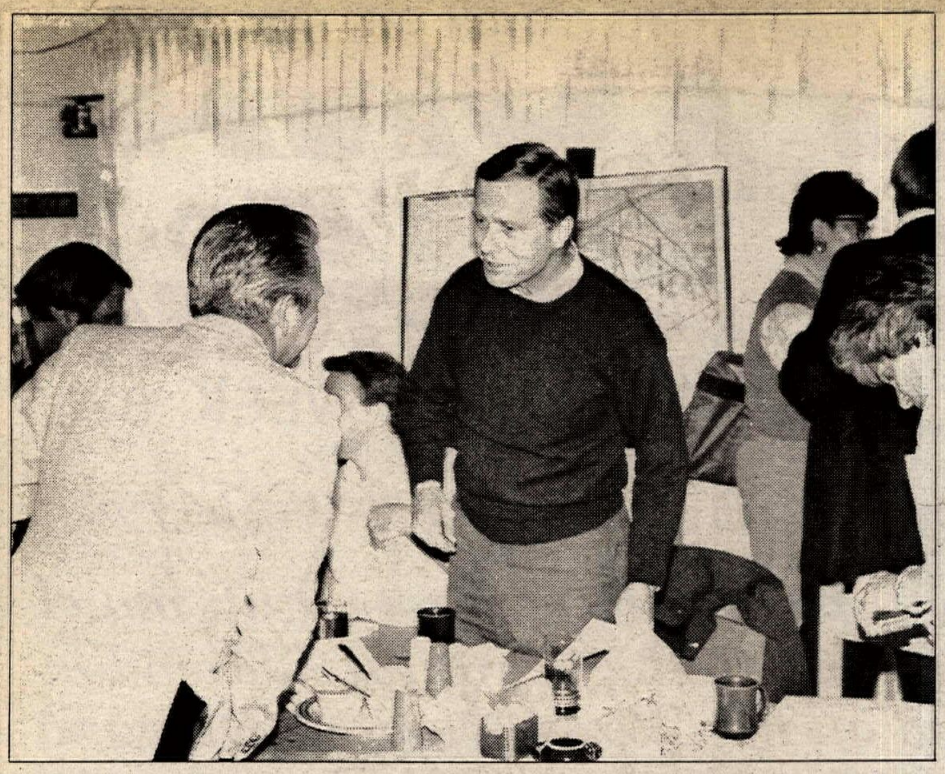

U.S. Senator Pete Wilson met with representatives from 11 desert-area chambers of commerce during a luncheon in Baker, California.

Following the luncheon, Wilson toured the East Mojave Scenic Area with members of the California Desert Coalition.

Special Report

Wilson tours desert; takes no position on S7

By Farren Williams

BAKER, CA, JAN. 15

U.S. Senator Pete Wilson (R-California) today toured the East Mojave Scenic Area on a fact-finding tour to examine the potential impact of S7 on the southern California desert. Wilson listened intently to opponents of U.S. Senator Alan Cranston's (D-California) proposed 1987 California Desert Protection Act, but the Republican senator refused to take a position on the measure.

Wilson's on-the-ground tour of seven Wilderness Study Areas named in the Desert Protection Act, as well as a luncheon meeting in Baker with representatives from several desert-area chambers of commerce, was organized by the California Desert Coalition (CDC), an umbrella organization made up of several groups which oppose the bill.

S7 was introduced in the U.S. Senate by Cranston early last year. It was written almost entirely by the Sierra Club and would set aside as wilderness, or national parks, 8.8 million of the 12.1 million acres of public lands in the southern California desert. Under the plan, Death Valley and Joshua Tree National Monuments, and the East Mojave Scenic Area, would become national parks.

Opponents of the bill today told Wilson that S7 would curtail or eliminate several activities now allowed in the desert and would have severe economic impact on desert communities. The measure would eliminate vehicular access to most areas and would limit off-road riding, grazing, mining, military training, wildlife management, camping, hunting, rockhounding and other recreational activities.

Opponents of S7 also pointed out that the measure would alter the California Desert Plan, which was formulated from public testimony taken during hearings held between 1976 and 1980. The Desert Plan was designed by the Bureau of Land Management to balance competing interests in the desert.

Officials did not expect Wilson to voice a position on S7 during his tour of the East Mojave, according to Marie Brashear, chief executive officer of the CDC.

"This is a fact-finding trip for the senator," Brashear said during a press briefing. "He's here to find out more information before making a decision on S7. He's not going to take a position. He hasn't said when he's going to take it. He's here to see the impact of S7 on desert residents and desert businesses. He hasn't said it, but he may introduce alternative legislation.

"One of our primary hopes is he will not take a position in the future because it probably won't go the way we want it to," said Brashear. "We don't want to push him."

Although the press had limited access to Wilson — "This is not a media event," Brashear said, "cornering Wilson at every stop won't be allowed," — sources near the senator hinted he will not introduce alternative legislation, but he will take a position on S7 sometime before the general election in November. Wilson, like one-third of his colleagues in the U.S. Senate, is up for reelection.

Following the day-long tour, Mike Bishop, representing the American Coalition of Outdoor Recreation Publishers (a motorcycle/ATV press group), summed up Wilson's reaction.

"He was dumbfounded," Bishop said. "He had no idea it was such an extensive issue. Wilson had a lot of questions that weren't resolved. He was taken aback by the depth of grazing and mining (going on) in the proposed S7 area. It's not just an off-road issue, and he's coming around to (understanding) that.

"(The tour) was extremely productive," said Bishop. "He can't walk away from this saying he understands the whole issue of S7. He's going to need more input. My perception is, he will have another meeting with (desert land) users."

Officials from 11 desert-area chambers of commerce attended Baker's biggest luncheon of the year, held in the lounge of the Bun Boy Restaurant.

"I told several of the group representatives here earlier that I would enjoy having an opportunity to come out into the desert and gather some information and that's why I'm here," Wilson said.

"I appreciate very much your being here," Wilson added. "The format includes presentations from people who want to say something about what the proposed Cranston legislation means in terms of the local economy.

"Thank you for the trouble that you've gone to in submitting written copies of information," said Wilson. "That is very valuable. I'm grateful to you for taking time out of your weekend to contribute to my education."

Lois Clark of the Baker Area Chamber of Commerce told Wilson that S7 would force desert residents from their homes.

"We would like everybody to see just exactly what Cranston's bill is going to do to us," Clark said. "The things that make the (East Mojave) National Scenic Area so unique — ranching, mining, off-road (vehicle use), rockhounding, hunting — would be destroyed if S7 goes through.

"I was raised on the desert," said Clark. "The people who have been the custodians of this land for so long would be displaced. They are the ones that have made it a unique area. If S7 goes through, they would no longer be here. We feel like the Indians when the government took their land away from them."

Hilda Mae Vogt, speaking for the Newberry Springs Chamber of Commmerce, told Wilson enough public lands have been closed in recent years.

"Cranston's S7 must not be enacted," Vogt said. "As our population increases, our access to the land is decreasing by massive closures through ill-advised legislation. About 755 million acres, roughly one-third of the 2.2 billion acres of the land surface of the United States, are controlled and managed by the federal government. Fifty-two percent of the 101 million acres of the land surface of California is managed by federal agencies.

"The Wilderness Act of 1964, at which time 11.4 million acres were instantly closed to access by any method but muscle power, was the culmination of some 10 years planning," Vogt said. "The Sierra Club takes credit for writing this legislation. It means no search for oil, no mineral exploration or extraction, little grazing, no timber harvest (and) no motorized access for family recreation.

"Later, President Nixon's Executive Order 11644, defining off-road vehicles, made your family automobile an off-road vehicle once it leaves the county-maintained highway," said Vogt. "(It) was written by the Sierra Club.

"Since then, we have watched 15.4 million acres of our 18.3 million acres in national parks be classified as wilderness," she added. "It isn't just an increase in park visitors that has caused such crowding (at national parks). Of the 2,220,000 acres in Yellowstone, less than three percent of the acreage has ever been opened to the public. It will not be to our advantage to have Mr. Cranston's bill."

Mary Grimsley, speaking for the Ridgecrest Chamber of Commerce, told Wilson that S7 would severely impact the U.S. military, which uses the desert for training excercises and aircraft testing. Wilson sits on the Senate Armed Services Committee.

"China Lake Naval Weapons Center is the main employer (for Ridgecrest), employing approximately 4500 to 5000 civilians," said Grimsley. "Without the Naval Weapons Center, Ridgecrest would be just a wide spot in the road.

"NWC conducts a wide range of tests for our military defense," she said. "Included in the testing are low-level flights for the training of our pilots, as well as the testing of missles and hardware. Proposed wilderness areas surrounding the center would virtually eliminate these low-level flights, which are vital and necessary.

"Ridgecrest has a high influx of visitors passing through, stopping for gas on the way to the surrounding mountains and deserts," she added. "If the lands around us become wilderness, allowing only the hiking crowd, the streams of campers pulling four-wheel drives, motorcycles and such, would come to a standstill, along with family camping, fishing, hunting and rockhounding and any other activity where we depend on our vehicles — vehicles of any kind are not allowed in wilderness.

"Grazing and mining also would be eliminated," she said. "Millions of dollars would be lost to us and (to) the communities north of us, who depend on the tourist dollar."

"If S7 passes, the southern California desert will be filled with wildernesses and national parks full of roads, railroads, public utility ways, state lands, private lands and vital mineral resources that haven't even been discovered yet," warned Fred Johnson of the Death Valley Chamber of Commerce.

Stanley Jessop, president of the Blythe Chamber of Commerce, said, "This legislation would be devastating to our community.

"When this issue came up, we took it to your constituents in Blythe," he told Wilson. "In a period of three weekends, we gathered over 6000 signatures (from a community of 7700 people) opposing S7. This was not from special interest groups; this was from the people who live in the area. This represents a resounding 'NO' to S7.

"General Patton had well over a million troops out there and 100,000 tanks," he added. "They ran all over the desert for a long period of time. If you fly over the desert in those areas today, you can barely see the tracks that were left by them.

"The people out there who use four-wheelers don't damage the desert," Jessop said. "Sure, we have a few that do, but let's not close the desert just because there are a few people who break the law. If the Highway Patrol has too many people speeding on the Interstate, they don't close the Interstate. They hire more officers to take care of it.

"We don't want the desert closed," Jessop told Wilson. "We implore you not to get on the side of the good senator (Cranston) and his cronies in the Sierra Club."

Gail Netz, a representative for Californian Senator H.L. "Bill" Richardson, told Wilson that S7 ignores the California Desert Plan developed by the BLM.

"A lot of concessions were made between 1976 and 1980 and were placed into the California Desert Plan," Netz said. "Part of the concessions were 1.9 million acres of wilderness, which we currently have in the California desert. We also have another 3.5 million acres of what are called Wilderness Study Areas, which are treated and managed as wilderness, right now, under the Desert Plan.

"The official position of the Pro-Desert Coalition (formed by Richardson's office) is that we compromised from 1976 to 1980," said Netz. "We are through compromising. Not one more acre!"

Officials from motorcyclist-related groups who attended the luncheon and/or the tour included: Tom Getzfrid, president of AMA District 37; Bishop; John Motley of the California Motorcycle Dealers Association; Sal Fish, president of SCORE International and CORVA Vice President Richard Fisher.

Several motorcycle industry consumer and trade publications also were represented at the event. •

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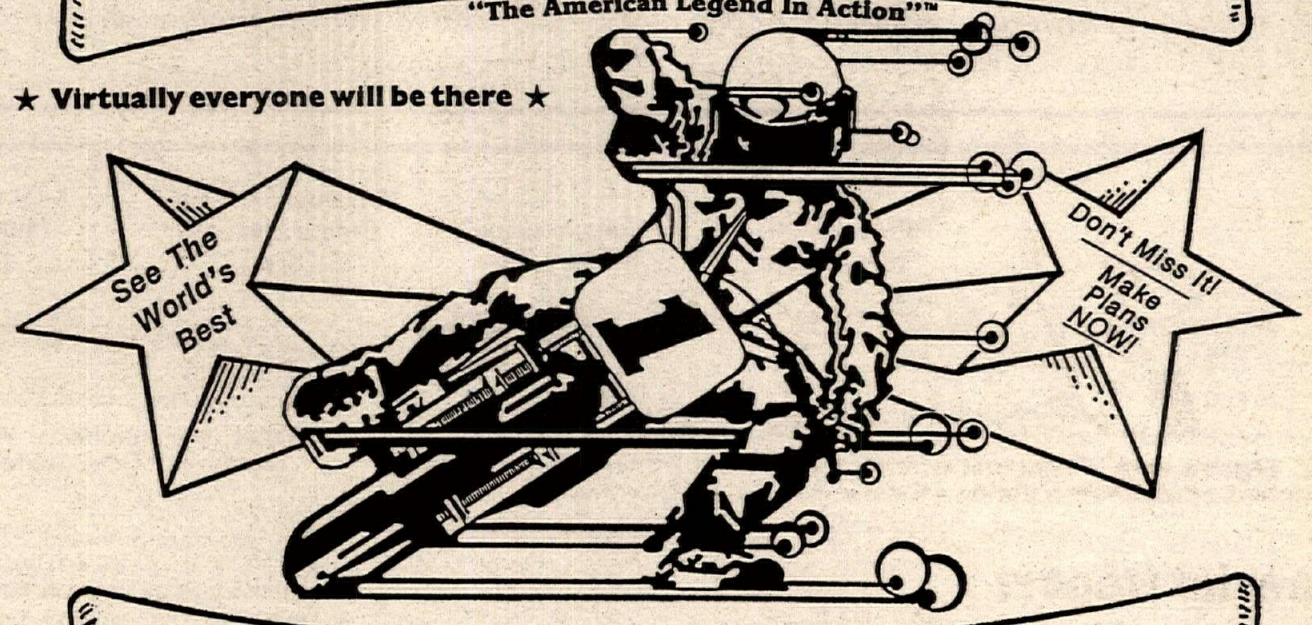

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Tues. 2/23 "Lake City Speedway" 5 mi. So. of Lake City. FL on U.S. Hwy 41 on E. Side of road
Wed. 2/24 "Putnam County Raceway," 8 mi. So. of Palatka. FL on U.S. Hwy 17 on W. side of road
Thurs. 2/25 "Ocala Raceway" Ocala, FL, Exit #71 off I-75 - E on Hwy 326 for ¾ mile, Then N on Hwy 25-A - up 1 mile on left.
On 2/23 thru 2/25 Amateur Sign in 10:00 am Daily - Races 1 p.m.
On 2/23 thru 2/25 Pro sign in 6 p.m. Daily - Races 8 p.m.

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251-360cc 2 stroke motorcycle
361-500cc 2 stroke motorcycle
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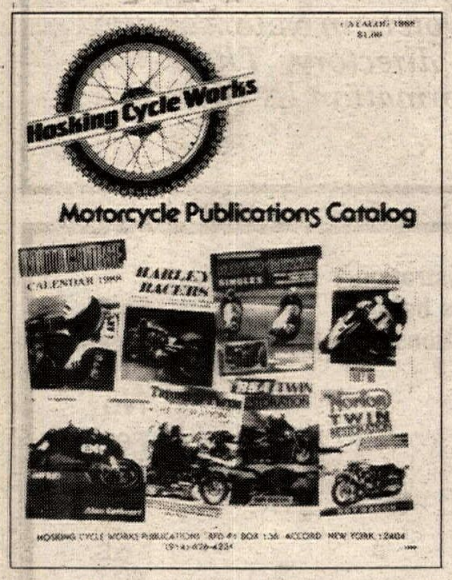
REGISTERING TO VOTE

Because proposed state and federal legislation have the potential to seriously impact motorcycling, it is imperative that all motorcyclists register to vote, then follow up by voting for candidates who support our sport. To find out how to register to vote in your area, phone the registrar of voters in your county; the number will be listed in the county government section in your local phone directory. The AMA Government Relations Department recently compiled the invaluable election year information listed below. Use it! Register! Vote! . . . Editor.

State	Presidential Primary Date	Congressional Primary Date	Minimum Residence Before Elections (days)	Closing of Registration (number of days before general elections)	Mail Registration
Alabama	3/8	6/7	1	10	No
Alaska		8/23	30	30	Yes
Arizona		9/13(S)	50	50	No
Arkansas	3/8	3/8	None	20	No
California	6/7	6/7(S)	29	29	Yes
Colorado		8/9	32	32	No
Connecticut	3/29	9/14(S)	None	21	No
Delaware		9/10(S)	None	3rd Sat. in Oct.	Yes
Florida	3/8	9/6(S)	None	30	No
Georgia	3/8	8/9	None	30	No
Hawaii		9/17((S)	None	30	No
Idaho	5/24	5/4	30	17/10(a)	No
Illinois	3/15	3/15	30	28	No
Indiana	5/3	5/3(S)	30	29(b)	No
Iowa		6/7	None	10	Yes
Kansas		8/2	20	20	Yes
Kentucky	3/8	5/24	30	30	Yes
Louisiana	3/8	10/1	None	24	No
Maine		6/14(S)	None	election day	Yes
Maryland	3/8	3/8(S)	29	29	Yes
Massachusetts	3/8	9/20(S)	None	28	No
Michigan		8/2(S)	30	30	No
Minnesota		9/13(S)	20	election day	Yes
Mississippi	3/8	3/8(S)	30	10	No
Missouri	3/8	8/2(S)	None	28	Yes
Montana	6/7	6/7(S)	30	30	Yes
Nebraska	5/10	5/10(S)	None	10	No
Nevada		9/6(S)	30	30	No
New Hampshire	2/16	9/13	10	10	No
New Jersey	6/7	6/7(S)	30	29	Yes
New Mexico	6/7	6/7(S)	None	42	No
New York	4/19	9/13(S)	30	30	Yes
North Carolina	3/8	5/3	30	21 (business days)	No
North Dakota	6/14	6/14(S)	30	No registration	No
Ohio	5/3	5/3(S)	30	30	Yes
Oklahoma	3/8	8/23	None	10	No
Oregon	5/17	5/17	20	election day	Yes
Pennsylvania	4/26	4/26(S)	30	30	Yes
Rhode Island	3/8	9/13(S)	30	30	No
South Carolina	3/5(R)	6/14	None	30	No
South Dakota	2/23	6/7	None	15	No
Tennessee	3/8	8/4(S)	50	30	Yes
Texas	3/8	3/8(S)	None	30	Yes
Utah		9/13(S)	30	5	Yes
Vermont	3/1	9/13(S)	None	17	No
Virginia	3/8	6/14(S)	None	31	No
Washington		9/20(S)	30	30	No
West Virginia	5/10	5/10(S)	30	30	Yes
Wisconsin	4/5	9/13(S)	10	election day	Yes
Wyoming		8/16(S)	None	30	No

(a) 17 days with precinct registrar; 10 days with county clerk.
(b) 45 days with deputy registrar.
(c) No provision.

new products



The Hosking Cycle Works 1988 A to Z Motorcycle Book Catalog lists over 650 titles ranging from the history of Ariel motorcycles to a parts book for a Zundapp Super Sabre. There are racing, vintage and technical sections as well as all the repair manuals for current machines. The catalog also has a section devoted to high quality accessories, enameled pins and signs, clocks, posters and videos. Available for $1.00 from Hosking Cycle Works, Dept. CN, RFD #1 Box 136, Accord, NY 12404, 914/626-4231.

Maxi-Products claims that their MX3 exhaust system for the Yamaha FZ600 is 50% lighter than stock, increases top end power by 9%, mid-range by 50%, requires no fairing modifications, and maintains oil filter and drain plug access. Prices are $289.95 for black or stainless finish, and $309.95 for chrome. For more information contact Maxi-Products, Inc., Dept. CN, 4989 Holt Blvd, Montclair, CA 91763, 714/626-5206.

Shoei's new HR helmet is constructed of lightweight fiberglass and zytel and features a functional ventilation system, seven-step, three-dimensionally curved shield, comfortable mawus liner and an aerodynamic design. The HR is available in sizes XS through XL in black, red, white or charcoal grey for a suggested retail price of $169.95. See your local dealer or contact Shoei Safety Helmet Corp., Dept. CN, 2228 Cotner Ave., Los Angeles, CA 90064, 213/477-6051. •

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Despite the first 30 riders having to stop and wait five minutes for a train to cross the course, Dan Smith edged ahead for the win.

Yamaha-mounted John Braasch finished ninth overall and claimed second place in the 125cc Expert class behind winner Ed Arnet.

Smith nips field, train in Jackrabbits H&H

By Anne & Tom Van Beveren
Photos by Tom Van Beveren
RED MOUNTAIN, CA, JAN. 10

Team Husqvarna's Dan Smith overcame one of the toughest obstacles of his off-road career to win the first desert race of AMA/ District 37's 1988 season.

In addition to 40 miles of high-speed desert terrain, followed by 36 miles of roller coaster riding through the Fry Mountains, racers at the Jackrabbits M.C.'s Hare & Hound in the Teagle Wash area had to go up against something they had never struck in a race before — a seven-engine Union Pacific freight train.

"I guess we were about half way 'round the first loop when it happened," Smith said. "We got to where the course crossed the (railroad) tracks right at the same time as a train and there was nothing we could do except sit there until it had gone past. We had to wait for a good five minutes and there were about 30 people waiting by the time we got going again."

When the slow-moving train finally cleared the course, the race was on again. The racers left the railside check in the order they had arrived, but the unexpected delay put only a few seconds between each of the top 30 riders and turned an already close race into a neck-in-neck free-for-all.

It was all Smith could do to stay ahead of the hard-charging mob for the rest of loop one and, even with a trouble-free second loop, the Husky ace went into the finisher's chute at the end of the race just half a minute ahead of Kawasaki pilot Grant Palenski, with only 15 seconds back to third-place finisher Eddie Arnet.

A field of more than 500 riders turned out for the first race of the new year and were greeted by conditions as near perfect as they will ever see. Snow the week before the race had left a dust-free course with perfect traction, and the previous week's icy temperatures had given way to mild, sunny weather.

The banner dropped just after 10 a.m. and the endless row of first-wave riders powered off the starting line on the west side of Trona Road, heading south toward Red Mountain into loop one's 40 miles of hard-on-the-gas racing.

Smith led the way as the frontrunners charged past the smoke bomb but soon fell prey to Kawasaki's hard-charging Paul Krause.

"We were all really close off the start," Smith said. "Paul passed me a couple of miles out and I had to get him back, and then I got lost for about 15 seconds and Ted Hunnicutt got in front of me. I only just got past him again and then it was time for the train!

"I don't think stopping for the train made a whole lot of difference really," said Smith. "If we'd been all spread out it would've given the slower guys some time to catch up but everybody was pretty close when we hit it, so it was no big deal."

But for Kawasaki pilot Hunnicutt, the train spelled disaster.

"Dan and I had a good dice going early in loop one, but I just couldn't get going again after we stopped for the train," Hunnicutt said. "I lost my rhythm completely after we had to stop and it was all over for me."

Smith was fighting hard to retain his lead when the racing resumed, with Hunnicutt, Krause and District 37's new number one plate holder in the Open Class, YZ250-mounted Dan Ashcraft, hard on his heels. Darren Cartwright and Brett Howell were pushing hard not far behind, and with just 10 miles to go to the halfway point, the race was anybody's.

Smith headed into pit row just 20 seconds ahead of Hunnicutt, with Arnet screaming through in third. Ashcraft's Yamaha had the 250cc lead a minute back from Smith in fourth overall, with fellow YZ250 pilots Mike Baker and Darren Cartwright keeping him on his toes every inch of the way.

Kawasaki rider Grant Palenske was going strong in seventh overall, just ahead of Derrick Paiement. Yamaha-mounted Kenny Parry had the Vet class lead in 12th overall, and Brian Nevestich and Bob Rieger were battling it out for the Amateur class lead in 22nd overall.

After 40 miles of wide-open terrain, the racers were ready for the change of pace that loop two provided. The 36-mile second section took the racers out in a sweeping circle towards Mike's Place, went east almost as far as the military base and then took the racers around to the south, where the trail headed into Fry Mountains.

Almost everyone agreed that the second loop was a lot of fun.

"Loop two had a lot of tight stuff up through the hills and they stayed on virgin ground a little more, so I really enjoyed that," Smith said. "The whole course was good but it was pretty whooped out the whole way. But that bit up in the hills made up for everything else."

Arnet, agreed with Smith.

"Loop two had some really tight sections, which I think is a good idea for desert racing," said Arnet, who was locked in an all-out battle for second overall with Palenske throughout the second loop.

A fast turn-around in the Husky pits had increased Smith's leading margin to more than 30 seconds as he headed out into loop two and the race leader was doing everything he could to maintain the half-minute advantage.

Second overall had been claimed by Arnet after Hunnicutt slipped off the pace and an off-the-bike excursion by fourth-placed Ashcraft cost him some valuable time. A little further back in the pack, Mike Baker was also losing time. The YZ250 pilot was having trouble keeping his breakfast down and had to make a few unscheduled stops toward the end of the loop.

And while the frontrunners were losing time leaping on and off their bikes, a threat was looming from behind. Palenske, who was back in seventh at the end of the first loop, had launched an all-out bid for the lead and was coming on strong. Palenske picked off rider after rider in his rush through the pack and was soon snapping at the heels of second placed Arnet.

"Ed and I ended up having a good dice for most of the second loop," Palenske said. "The first loop was a bit fast, but the course got tighter toward the end so I could make up some time. I think the train helped me too. I was seventh or eighth when we hit that and the leaders had been a bit ahead of me, so stopping helped me close up a bit."

As the racers turned for the drop down the side of the mountain range and the final sprint in to the checkered flag, Smith's 30-second lead was still intact.

"I was in the lead all the way after the train and I really didn't see anybody much after that, but I knew they were back there so I wasn't wasting any time," Smith said.

And it was just as well. After 76 miles of fast-paced racing, Smith claimed victory only 30 seconds ahead of Palenske, with an even slimmer margin back to third-placed Arnet.

"Overall it was a good course," said Smith, who is backed by Cagiva North America/Alpinestar/Golden Spectro/Metzler/Arai/Gold Belt/ F&L/Scott/HRP. "The first loop was really fast but the second one was a lot of fun. It could've done with a few more danger markings though."

"There was no heat, no dust and a lot of riders — what more could you ask for?" said Palenske, who thanked Kawasaki Motor Corp.,

Now riding for Yamaha Dan Ashcraft took fourth overall.

O'Neal, Scott USA, Metzler, Spector, Shoei, CRS and F&L.

Third-place finisher Arnet had nothing but praise for the race organizers.

"They really did a great job," he said. "The course was marked really well, the terrain was perfect and there wasn't very much dust.

Arnet's nearest 125cc competition came from John Braasch in ninth overall, with Frank Chase taking third 125 in 20th overall.

Finishing behind Arnet to claim fourth overall was Ashcraft.

"I just wanted to see how I did on the 250 because I'm planning to ride it next week (at the Gold Strike World Championship Hare & Hound)," said Ashcraft. "Apart from falling down in the second loop, I had a pretty good ride."

Hunnicutt's KX500 crossed the finish line in fifth overall, just ahead of the ailing Baker. Randy Morales finished third in the Open Expert class to claim seventh overall.

Parry's YZ250 led the Vet competitors home in eighth overall. Second in the Vet ranks went to KX250 pilot Charlie Barney, who was competing in his first race in eight months.

The first Open class Vet to cross the finish line was Steve Garner (17th overall), whom Open Expert Paul Krause described as, "the craziest man I have ever followed in the desert!"

A close race all the way in the Amateur division saw Brian Nevestich bring his 490 Yamaha home in 21st overall, narrowly edging out first-time Amateur competitor Bob Rieger, who finished 23rd overall on a KX250. A consistent performance by YZ125 pilot Kelley Pate earned him 41st in the overall standings and first place in the Amateur 125cc division. •

Results

O/A: 1. Dan Smith (Hus); 2. Grant Palenske (Kaw); 3. Eddie Arnet (Hon); 4. Dan Ashcraft (Yam); 5. Ted Hunnicutt (Kaw); 6. Mike Baker (Yam); 7. Randy Morales; 8. Kenny Parry (Yam); 9. John Braasch (Yam).

OPEN EX: 1. Dan Smith (Hus); 2. Ted Hunnicutt (Kaw); 3. Randy Morales.

250 EX: 1. Grant Palenske (Yam); 2. Dan Ashcraft (Yam); 3. Mike Baker (Yam).

125 EX: 1. Eddie Arnet (Hon); 2. John Braasch, Jr. (Yam); 3. Frank Chase (Kaw).

VET OPEN EX: 1. Steve Garner (Hon); 2. Ron Pinion (Yam).

VET 250 EX: 1. Kenny Parry (Yam); 2. Charlie Barney (Kaw); 3. Jim Eveland (Yam).

SR OPEN EX: 1. Craig Wolfson (Yam).

SR 250 EX: 1. Al Guzman (Suz); 2. Dave Kersting (Kaw); 3. Don Whitehorn (Suz).

S/SR EX: 1. Dennis Davidge (Mai).

WMN: 1. Lori Conway (Hon).

OPEN AM: 1. Brain Nevestich (Yam).

250 AM: 1. Bob Rieger (Kaw); 2. Dallas Marchand; 3. Dave Sharp (Yam).

125 AM: 1. Kelley Pate (Yam).

VET OPEN AM: 1. Barry Robertson (Yam).

SR AM: 1. Tank Underwood (Hon).

OPEN NOV: 1. Ralph Collins (Hon).

250 NOV: 1. Mike Matula (Kaw); 2. Randy Moseley (Hus).

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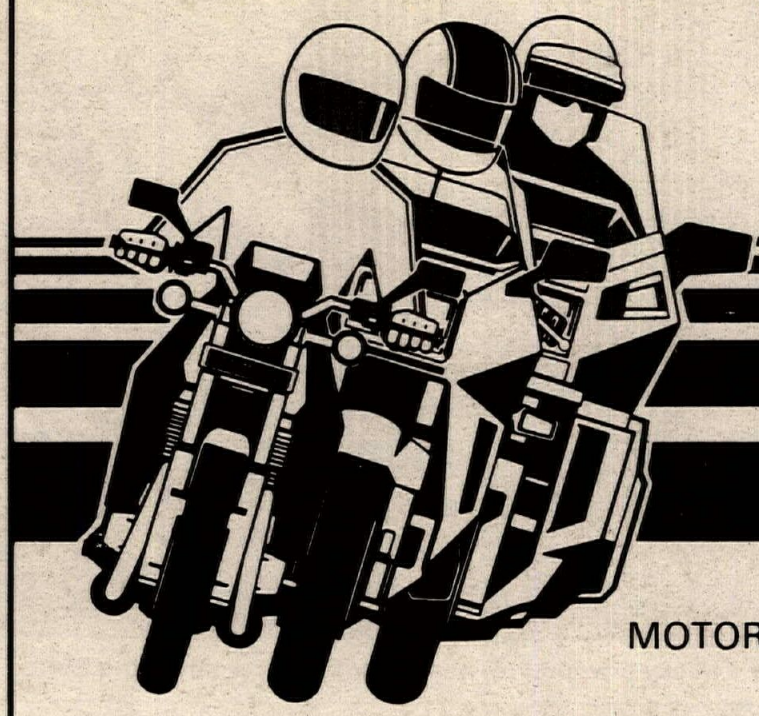

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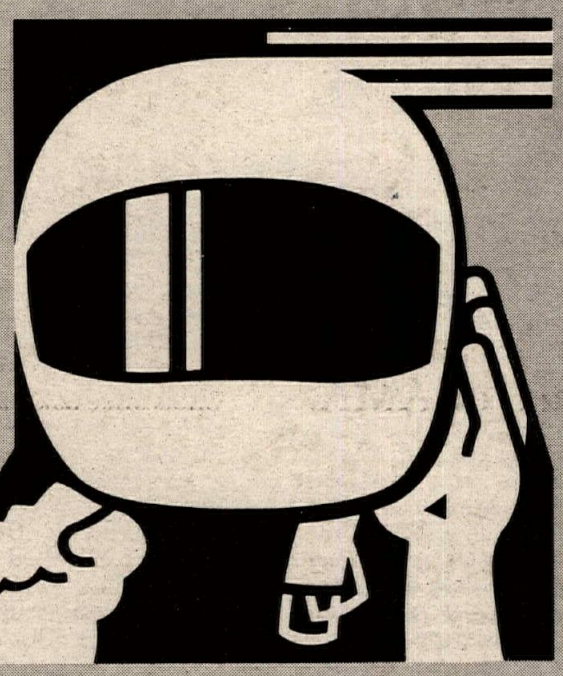

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PHOTO BY DAVID PROCIDA

Team Yamaha's Micky Dymond (6) had no problems winning the 250cc Pro class at Perris Raceway.

Harth hot at Willow Springs RR

By Brian Catterson

ROSAMOND, CA, JAN. 10

The Southern California road racing season opened as the Western-Eastern Roadracing Association (WERA) held the first of eight scheduled race weekends at Willow Springs International Raceway. Attendance was poor in both the rider ranks and spectator numbers, but many well-known racers took advantage of the meet to do some pre-Daytona testing. Weather in the Antelope Valley was typical for the winter desert, with warm sunshine and colder air temperatures.

The presence of WERA at the track and the problems facing the two local clubs, AFM and ARRA, is currently the subject of much controversy. At present, the AFM has been denied any dates at Willow Springs as a result of a dispute between officials and track owner Bill Huth. The club has been able to book three races at Riverside, but in order to complete the season's schedule they'll have to go to Arizona and Nevada. The ARRA, which has no problems with Huth, has just three dates at Willow and another three at Riverside. Like the WERA, Huth's own club — the Willow Springs Motorcycle Association — also has eight races scheduled. In fact, WERA provided just three officials for this race with all corner workers provided by the WSMA.

As a result of the slim turnout, many classes were eliminated and just six 10-lap races were held. Georgian Mike Harth won the first race, B Production, on a 1988 Suzuki GSXR750. Pete Deleo led from the start on his '87 Suzuki, but was passed by Harth on lap two. Bakersfield rider Clinton Whitehouse put his Kawasaki past Deleo on lap three. Harth's fellow Georgian, Solmax Racing's Ronnie Bowen took fourth. Harth initially turned conservative lap times in the 1:34 range, but quickened his pace to win by 11 seconds, with a fast lap of 1:31.2 at 98.6 mph.

The C Production race featured a heated battle for the lead between three Honda Hurricane pilots. Kent Kunitsugu got the holeshot, but was passed by Joe Williams on lap two. Los Angeles-based Kunitsugu retook first place on lap three and held it to the flag, turning consistent 1:33 to 1:34 lap times. Art Kawaguchi challenged early on, but settled for third, some 10 bike lengths in arrears.

Larry Shorts jumped into the lead in B Superbike on a Rob Muzzy-tuned Kawasaki 750 Ninja. Texan Doug Polen, who was present to do some Dunlop tire testing, started at the back of the pack on Kenny Kopecky's Suzuki GSXR. Polen worked his way through traffic, passing Mike Harth for second place in turn eight on lap two. One lap later he drafted past Shorts for the lead. Polen stretched the lead, turning one lap at 1:28.9 at 102 mph, then promptly pulled into the pits. Shorts inherited the win, with Harth second and Pete Deleo third.

Because there were only two entries in Formula Two, it was combined with C Superbike. There would have been three entries, but La Carrera winner Geoff McCarthy crashed his Rotax in turn three during practice, damaging it beyond repair. Nevertheless, the Formula Two race was a tooth and nail fight between Jim Henderson on the class-standard Yamaha TZ250 two-stroke twin and Fred Eiker on the Ron Woods Rotax 600 four-stroke single. Henderson had the speed advantage, but Eiker had the handling. The two riders swapped the lead twice per lap, but at the flag it was the Yamaha by a nose.

The C Superbike event featured the same cast as C Production with the addition of Hurricane-mounted David Deveau. Kent Kunitsugu again took the point at the start, with Joe Williams pressuring. Williams got by in turn eight on lap two, but Kunitsugu immediately retaliated, diving underneath into turn nine. Unfortunately, Kunitsugu ran into Williams' exhaust pipe, causing Kent to go down hard at over 100 mph, with the bike doing barrel rolls five feet in the air. Kunitsugu, who was uninjured, said, "I should have waited." Williams, riding with his exhaust pipe bent up, held on for the win, with Deveau second and Art Kawaguchi third.

Mike Harth won his second race of the day, A Production, beating a field of Open class machines on his 750 Suzuki. Barry McAteer took second and Bret Meacham third, both on Yamaha FZR1000s.

The final race of the day was the purse-paying Open Formula class. Team Hammer/Suzuki GSXR1100 rider Thomas Steens ran away and hid from the competition. Doug Polen again started from the back of the pack and knifed his way up to second before once more retiring to the pits. Jim Henderson and Fred Eiker had a repeat performance of their Formula Two contest, with both riders finishing midpack. Chuck Magnusson finished second, 24 seconds behind Stevens, and Paul Vogel took third, both on Suzuki 1100s.

Stevens, who had wrecked a 1988 Suzuki 600 Katana in practice Saturday, took home $120 for the win.

The 1987 AMA Supersport runner-up told the crowd that he didn't have any firm plans for 1988, but that he'd been bicycling to stay in shape. Although he'd like to race Superbikes, he'll probably compete in the Supersport and WERA Endurance series this year.

"John Ulrich and Team Suzuki have been really good to me, so there's always an avenue there. They always have really good equipment and they let me go out and ride it," Stevens said.

Results

A PROD: 1. Mike Harth (Suz); 2. Barry McAteer (Yam); 3. Bret Meacham (Yam).

B PROD: 1. Mike Harth (Suz); 2. Clinton Whitehouse (Kaw); 3. Pete Deleo (Suz).

C PROD: 1. Kent Kunitsugu (Hon); 2. Joe Williams (Hon); 3. Art Kawaguchi (Hon).

C S/B: 1. Joe Williams (Hon); 2. David Deveau (Hon); 3. Art Kawaguchi (Hon).

F-2: 1. Jim Henderson (Yam); 2. Fred Eiker (Rtx).

B S/B: 1. Larry Shorts (Kaw); 2. Mike Harth (Suz); 3. Pete Deleo (Suz).

OPEN FORM: 1. Thomas Stevens (Suz); 2. Chuck Magnusson (Suz); 3. Paul Vogel (Suz).

Dymond shines at Perris Motocross

By David Procida

PERRIS, CA, JAN. 9

Team Yamaha's Micky Dymond showed up at Perris Raceway Saturday and had no problems handling the 250cc Pro class.

Dymond led the pack into turn one with Ulf Johansson trying to power his Honda past Suzuki-mounted Tony Spear, who was down on the inside line. The inside line proved to be the hot ticket, though, which allowed Spear to hold onto second. Dymond looked smooth on his factory YZ and steadily pulled away from the pack. Spear had his Suzuki flying until the fourth lap, when he came off the tabletop jump and clipped the banners, slowing down

the Suzuki pilot. Spear's bobble allowed both Johansson and Brad Mall to go by. Spear quickly regrouped and set out after the pair of Hondas. With Dymond way out in front, Mall found a line on the outside of Johansson and moved into second. Dymond took the checkered on the next lap with Mall, Johansson and Spear following.

At the drop of the gate for moto two, Dymond, once again, took charge and was never seriously challenged, as he styled off the jumps for the spectators, while behind him, Spear was holding off the charges of Mall and Johansson. Lap after lap the trio chased after Dymond. Mall went down at the halfway point and for the rest of the moto tried to close the gap between himself and third place Johansson. At the close of the moto, it was Dymond with the overall, Spear with a 4-2 showing and rounding out the top three was Johansson with a pair of thirds.

Alan Olson ran away with a pair of wins in the Vet Expert class followed in both races by Kirt Goldie and George Kohler.

In Vet Intermediate action Bengt Johansson went 1-2 for the overall win over John White, who aced the second moto but only managed a fourth in moto one. Steve Clark captured third overall, via a 2-4 scoring.

In Vet Novice ranks, Jim Deford had to deal with Yamaha rider Bob Richard. In moto one, the two Yamahas were dueling for the lead after early moto leader Anthony Procida, went down in a tricky off-camber corner. Deford went on to the lead but two laps from the finish, Richard got by and took the win with Procida working his way back up into third.

In moto two, Ken Scovill led the Novice class in the early going, holding off Richard and Procida. Procida went by Richard while Deford took the lead spot from Scovill. Late in the moto Scovill fell victim to Procida who set his sights on Deford. Deford held on for the win and the overall with a 1-4, while Procida's 3-2 was good for second overall. Richard went 1-4 rounding out the top three slots.

Results

VET EX: 1. Alan Olson (Kaw); 2. Kirt Goldie (Hon); 3. George Kohler (Hon).
VET INT: 1. Bengt Johansson (Hon); 2. John White (Hon); 3. Steve Clark (Hon).
VET NOV: 1. Jim Deford (Yam); 2. David Procida (Hon); 3. Bob Richard (Yam).
MINI BEG: 1. Ramsey Bulkeley (Hon); 2. Josh Loveland (Kaw); 3. Nathan Ellerton (Yam).
125 BEG: 1. Carl Van Rensburg (Hon); 2. Greg Gardner (Hon); 3. Chris Alamangos (Hon).
250 BEG: 1. Todd Martin (Kaw); 2. Ron Nash (Hon).
250 NOV: 1. Bruce Kamis (Yam); 2. Bill Sauro (Hon); 3. Victor Magana (Hon).
OPEN NOV: 1. Ron Northrup (Hon); 2.Lance McRoberts (Hon); 3. John Chambers (Kaw).
125 NOV: 1. Byron Segal (Hon); 2. Rob Funriman (Yam); 3. Dennis Briggs (Yam).
125 INT: 1. Mike Brooks (Yam); 2. Ken Faught (Suz); 3. Steve Goslaw (Hon).
250 INT: 1. Daren Briggs (Kaw).
250 PRO: 1. Micky Dymond (Yam); 2. Tony Spear (Suz); 3. Ulf Johansson (Hon).
125 PRO: 1. Brad Mall (Hon).

Farrell takes Indiana ice win

By Jack Stueve

LAPORTE, IN, JAN. 10

Illinois Harley-sponsored Tim Farrell showed that persistence pays big dividends. Early morning testing exposed a chassis bug in Farrell's Harley/Rotax entry, but crew chief Bill Farrell administered to the machine until it was performing with computer precision. Farrell's expert guidance then put the Harley up front to win the coveted Pro Money division.

Dan Peterson used his modified Honda CR two-stroker to win the hotly contested 200-400cc event over a standout group of competitors.

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PHOTO BY THOM VEETY

Mike Jones flew to victories in the 125 and 250cc Expert classes both Saturday and Sunday at the indoor MX at Harrisburg.

Jones sweeps Harrisburg Indoor MX

By Thom Veety

HARRISBURG, PA, DEC. 19-20

Yamaha-mounted Mike Jones came away from the 10th Annual Trail-Way Speedway-sponsored indoor motocross at the Harrisburg Farm Show Arena with the lion's share of the Expert purse. Jones won the 125 and 250cc Expert classes on both Saturday and Sunday of the two-day event.

After winning Saturday's second 125cc Expert qualifier Daniel Blackman grabbed the early lead in the feature. John Mock started off second followed by Steve Crowe, Steve Herman, Britt Miller and Jones, who had won the first qualifier. Jones was on the gas and had the crowd on its feet as he was the only rider doubling the last set of double-jumps. By the time the smoke and dust cleared it was Jones moving up to take the checkers first with Blackman, Mock, Herman, Crowe and Brian Carroll in tow.

Yamaha-mounted Rod Phillips took the first 250cc Expert qualifier and then holeshot the feature in front of second qualifier winner Jones, Brian Years, Kevin Long, Carroll and Crowe. Jones again used the double jump to take the lead on lap three of the 10-lap final and held off Carroll, who also started doing the double, for the win. Crowe finished third ahead of Todd Wolfe.

Jones took the win in the first 125cc Expert qualifier on Sunday while Mock took a wire-to-wire win in the second qualifier. The feature was another aerial display by Jones as he backed up Saturday's night win with his second 125cc Expert overall of the weekend. Phillips, Herman, Dean Lewis and Carroll rounded out the top five.

In Sunday's 250cc Expert action Phillips took the first qualifier and Jones won qualifier two. Jones then came back to take the feature, his fourth of the weekend.

The 85cc (7-11) feature on Saturday had Team Green rider Carter Gurnee and Ben Trask battling wheel-to-wheel for seven laps until Trask crashed on the last lap. Gurnee took the win and Josh Bamman and Newt Swartz got by Trask to finish second and third.

Trask made up for his crash by edging Gurnee in Sunday's final. Swartz finished third once again.

Bart Lucas did battle with Jim Queen before taking Sunday's Open Expert win, then came back two motos later to take his Kawasaki to the Senior Expert win over Jere Miller and Jarrett Newby.

Results

SATURDAY

55cc: 1. Catfish Herve (Yam); 2. Shelby Reitz (Yam); 3. Christopher Cosidine (Yam).

65cc: 1. Carter Gurnee (Kaw); 2. Scott Ghidiu (Kaw); 3. Shawn Schultz (Kaw).

85 (7-11): 1. Carter Gurnee (Kaw); 2. Josh Bamman (Kaw); 3. Newt Swartz (Suz).

85 (12-13): 1. Scott Sheak (Kaw); 2. Zya Braun (Kaw); 3. John Barone, Jr. (Kaw).

85 (14-15): 1. Ty Wallace (Kaw); 2. Steve Giboney (Hon); 3. Kyle Lamparter (Yam).

125 A: 1. Mike Jones (Yam); 2. Dan Blackman (Yam); 3. John Mock (Kaw).

125 B: 1. Michael McDonald (Suz); 2. Charles Morris, Jr. (Kaw); 3. Ty Wallace (Kaw).

125 C: 1. Jimmy Hetrick (Hon); 2. Kevin Wadsworth (Cag); 3. John Attieri (Kaw).

250 A: 1. Mike Jones (Yam); 2. Brian Carroll (Kaw); 3. Steve Crowe (Yam).

250 B: 1. Dave Starr (Hon); 2. Joe Zimecki (Yam); 3. Randy Gardner (Hon).

250 C: 1. Russ Shank (Kaw); 2. Jimmy Hetrick (Hon); 3. Bruce Cahoon (Hon).

OPEN A: 1. Robert Huston (KTM); 2. Bart Lucas (Kaw); 3. Jim Queen (Hon).

OPEN B: 1. David Crawford (Hon); 2. Joe Zimeckci (Hon); 3. Dave Kindness (KTM).

25 PLUS: 1. Dave Starr (Hon); 2. Tim Schmelyun (Yam); 3. Jarrett Newby (Hon).

SR A: 1. Jarrett Newby (Hon); 2. Bart Lucas (Kaw); 3. Jere Miller (Hon).

SR B: 1. Jeffery McCall (Hus); 2. Dave Roadermel (Kaw); 3. Stephen Cochrone (Kaw).

S/SR: 1. Erv Braun (Kaw); 2. Fred Lucas (Yam); 3. Lonnie Wilt (Hon).

WDSMN: 1. Todd Wilt (Hon); 2. Marc Grossman (KTM); 3. Joe Marr (Kaw).

SUNDAY

55cc: 1. Bruce Herve (Yam); 2. Christopher Cosidine (Yam); 3. Shelby Reitz (Yam).

65cc: 1. Carter Gurnee (Kaw); 2. David Mock (Kaw); 3. Shawn Shultz (Kaw).

85 (7-11): 1. Benji Trask (Kaw); 2. Carter Gurnee (Kaw); 3. Newt Swartz (Suz).

85 (12-13): 1. Scott Sheak (Kaw); 2. Zya Braun (Kaw); 3. Brian Gingras (Kaw).

85 (14-15): 1. Ty Wallace (Kaw); 2. Steve Giboney (Hon); 3. Kyle Lamparter (Yam).

125 A: 1. Mike Jones (Yam); 2. Rodney Phillips (Yam); 3. Steve Herman (Kaw).

125 B: 1. Paul Hilareo (Kaw); 2. Kelly O'Hara (Kaw); 3. John Bogovich (Yam).

125 C: 1. John Attieri (Kaw); 2. Nick Williams (Kaw); 3. Peter Nicolosi (Hon).

250 A: 1. Mike Jones (Yam); 2. Rodney Phillips (Yam); 3. Dennis Decker (Hon).

250 B: 1. Randy Gardner (Hon); 2. Charles Morris, Jr. (Kaw); 3. Dan Reinhart (KTM).

250 C: 1. Russ Shank (Kaw); 2. Anthony Devito (Kaw); 3. Jimmy Hetrick (Hon).

OPEN A: 1. Bart Lucas (Kaw); 2. Jim Queen (Hon); 3. Tim Schmelyun (Yam).

OPEN B: 1. Joe Zimecki (Hon); 2. Steve Mulinari (Hon); 3. Dan Reinhart (KTM).

25 PLUS: 1. Tim Schmelyun (Yam); 2. Dave Starr (Hon); 3. Jarrett Newby (Hon).

SR A: 1. Bart Lucas (Kaw); 2. Jere Miller (Hon); 3. Jarrett Newby (Hon).

SR B: 1. Jeffery McCall (Hus); 2. Dave Roadermel (Kaw); 3. Stephen Cochrene (Kaw).

S/SR: 1. Erv Braun (Kaw); 2. Fred Lucas (Yam); 3. Lonnie Wilt (Hon).

WDSMN: 1. Todd Wilt (Hon); 2. Marc Grossman (KTM); 3. Ronald Adams (Hon).

Fredette flies on Indiana ice

By Jack Stueve

LAPORTE, IN, JAN. 3

Team Kawasaki rider Jeff Fredette romped to the win in the 200cc and the Open Pro Money class at the opening round of the Great Lakes Ice Series at LaPorte.

Fredette was apparently on his way to an additional victory when the Open Trophy class machine he was riding suffered an engine seizure, thus ending any chance of a sweep. Indiana throttle master Nick Bunnell, riding the Toby's Service Knight Honda, surged to the front after Fredette's mishap. Bunnell remained on the point while fending off the determined efforts of Team Del Sasso rider Jeff Picha to gain his first Open victory of the season.

Fredette returned to the battle with fresh Team Green equipment to wrestle away the largest chunk of cash in Open Pro Money racing.

Results

100-200: 1. Doug Russell; 2. Don Muhlenbruch.

201-400: 1. Jeff Fredette; 2. Tom Desort; 3. Nick Bunnell.

OPEN TROPHY: 1. Nick Bunnell; 2. Jeff Picha.

OPEN MONEY: 1. Jeff Fredette; 2. Nick Bunnell; 3. Jeff Picha; 4. Tom Desort; 5. Carmen Delsasso.

Blum doubles Illinois Ice Race Season Opener

By Hannibal

MARSEILLES, IL, JAN. 10

Al Blum was the only double winner at the Ottawa Ice Racers-hosted event at the Prairie Lake Lodge in Marseilles. His wins came in the 200cc class and the Super Senior class.

Blum took over the lead on lap four after coming from a third place start to win the 200cc class five-lap heat race. Andy Hinterlong led until Blum bumped him to second.

Hinterlong led seven of the eight-lap final. Blum came from a third place start, took over second on the fourth lap and moved into first on the last lap for the win. Norris spent the first half of the race in second place and the last half in third.

Blum's second win came in the Super Senior class. Only two riders were able to finish both races. Blum took the win over Bill Richards.

The Open class was split into two heats. Brad Holder won the first heat with a fourth lap pass on Hinterlong. Charlotte Mosetick dropped Hinterlong one more notch with a last lap pass into second.

Kevin Kwaterski led all five laps in the second Open heat race. Dave Lissy spent all but the first lap in second with Jeff Carner in third.

Kwaterski grabbed the holeshot in the main and never looked back as he led all eight laps to collect the win. Hinterlong stayed in second place the entire race. Mosetick had a battle for third at midrace, but she was able to hold off her competitors to earn third place.

PHOTO BY SAM ENGLISH

Jim Hollon launches his Honda at the LAOT MX at DeAnza.

The final race had Dugan leading every lap again while Burket raced in second place during the entire final. The battle was for third place as Holder led through half of the race. On the fifth lap he was passed by Lonnie Vardell, who had worked his way up from a poor start.

Results

MINI: 1. J.C. Blum.

125-200: 1. Al Blum; 2. Andy Hinterlong; 3. Tom Norris; 4. Tom Lawsha; 5. Brent Dannenberg.

250: 1. Don Wacobupsser; 2. Ron Lane; 3. Greg Richards.

OPEN: 1. Kevin Kwaterski; 2. Tony Hinterlong; 3. Charlotte Mosetick; 4. Brad Holder; 5. Jeff Carner.

SR: 1. Mike Dugan; 2. Mark Burket; 3. Lonnie Vardell; 4. Larry Holder; 5. Dave York.

S/SR: 1. Al Blum; 2. Bill Richards.

PRO: 1. Ken Kwaterski; 2. Tom Desort; 3. Don Wacobupsser; 4. Charlie Jacobs; 5. Mike Dugan.

Olson on top at DeAnza Old Timers MX

By Sam English

SUNNYMEAD, CA, JAN. 10

Allan Olson topped the Old Timers Master class with wins in both motos at the L.A. Old Timers MX at DeAnza Cycle Park.

Olson got the holeshot in the first moto followed by Ken Retzlaff and a pack of hungry old men going after points and a couple of trophies. The race was close as Retzlaff and Bengt Johanson stayed on Olson's tail, but after 12 laps not one of them could catch Olson.

Moto two was almost a carbon copy of the first with Retzlaff and Dennis Rosenberg coming from the back of the pack to make it close at the end. Olson held them off though for his second win of the day.

In the Expert class John Tartagalia pulled out a third in moto one but came back after a hard-fought battle between Buzz Moeller and Ralph Dickson to nail down the win in moto two for the overall victory.

The Amateur class didn't have a large turnout. Gale "Motocross Mom" Webb won the second moto but ended up third overall behind overall winner Ed Michette and Bob Coffman.

Sam English got the holeshot in the Novice class and held off John Braasch for the win in the first moto. The second moto was a different story as Dal Calais, Pete Kassen and Braasch jumped out front and stayed in that order for six laps until English picked them off one-by-one and came up with the win and overall victory.

Results

MSTR: 1. Allan Olson (Yam); 2. Ken Retzlaff (Hon); 3. Bengt Johanson (Hon); 4. Dennis Rosenberg (Hon).

EX: 1. John Tartagalia (Hon); 2. Buzz Moeller (Hon); 3. Ralph Dickson (Hon); 4. Asker Larnkjoer (Suz).

AM: 1. Ed Michette (Hon); 2. Bob Coffman (Hon); 3. Gale Webb (Hon); 4. Bob Sullivan (Hon).

NOV: 1. Sam English (Hon); 2. John Braasch (Hon); 3. Pete Klassen (Hon); 4. Dal Calais (Kaw).

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PHOTO BY MICHAEL ROSS

Brian Eliasson (84) and overall winner Chip Young battle for the lead in the first 125cc Amateur moto at Firebird Raceway.

Harness tops Clark County MX

By Derryl Anderson

RIDGEFIELD, WA, JAN. 8

Kelly Harness made a strong second moto showing to claim the overall win in the 250cc Beginner class at the arenacross held in the Clark County Fairgrounds.

Keith Barnhart got the initial lead in the first moto followed by Darrin Currier, Mike Dean, Rich Schwabe, Harness, Dana Guillory, Jesse Dean and Mike Greely. Barnhart held on for two laps before Currier found a way by while Harness moved up to fourth. Mike Dean and Harness battled tooth and nail for several laps. Twice they were side-by-side for almost half a lap. Finally Mike Dean pulled ahead and started to reel in Barnhart. Twice they were right next to each other but Barnhart pulled it out both times. Currier went out to a 20-yard lead as the final flag was waved.

In the final moto Harness came off the line flying and went the distance without looking back. Right behind him was Barnhart, Mike Dean, Jim Simeroth, Jesse Dean and the others. Once again Barnhart and Mike Dean battled back and forth. Twice Mike Dean got ahead but Barnhart continued to repay the favor. Simeroth moved up a positionn as everyone else strung out. At the checkered flag it was Harness with 12 yards on Barnhart, Mike Dean, Simeroth, Jesse Dean, Guillory, Currier and Greely.

In the first heat race of 125cc Beginners Trevor Levitt got the lead ahead of Mike Hamness, Jim McBryde, Jeff Papke and Joe Talbot. Hamness took over the lead on lap two and went the distance followed at the checkered flag by McBryde, Papke, Levitt and Talbot.

Randy Jones led the second heat race followed by Bryce Aguillard, Mike Woods and Gordy Rowe. Woods started to move up right away and by lap four he was in second challenging Jones. A lap later Jones bobbled and Woods flew by him in the air. At the end it was Woods, Jones, Aguillard and Rowe.

Lewitt controlled the B main ahead of Rowe and Talbot.

In the A main Hamness got the lead and went wire-to-wire. McBryde was in second until Papke got by. From there on Woods and McBryde battled lap after lap. At the finish it was Hamness, Papke, Woods, McBryde, Jones and Aguillard.

Results

50: 1. Ryan Fisher; 2. Jessica Kirkman; 3. James Kirkman; 4. Ricky Haycock.
60 BEG: 1. Jesse Fischer.
60 INT: 1. Ben Stewart.
60 MOD: 1. Rodd Marks.
80: 1. Tony Renfro; 2. Ryan Anderson; 3. Greg Flores; 4. Leslie Schellhous.
125 BEG: 1. Mike Hamness; 2. Mike Woods; 3. Jeff Papke.
125 INT: 1. Chris Clark; 2. Lance Rudge.
250 BEG: 1. Kelly Harness; 2. Keith Barnhart; 3. Mike Dean; 4. Darrin Currier.
250 INT: 1. Kevin Whyte; 2. Chris Sicilia; 3. Ben Wagenman.
OPEN BEG: 1. Steve Cathey; 2. Gary Fisher; 3. Tom Marlin; 4. Loren Gregerson.
OPEN INT: 1. Ken Vetter; 2. Jeff Boom.
4-STRK: 1. Brad Conn; 2. Kevin Bass.
OTH: 1. Gary Fisher; 2. Mike Hickman; 3. Jim Swanson; 4. Milt Harden.
125 $: 1. Darren Rogers.
250 $: 1. Allen Pitts; 2. Mark Bennett.
OPEN $: 1. Allen Pitts.

Young wins at Firebird MX

By Michael Ross

CHANDLER, AZ, JAN. 10

Honda rider Chip Young took both 125cc Amateur motos for the overall victory at Firebird Raceway after dicing with arch rival Brian Eliasson.

In moto one Eliasson holeshot and led Young, Shawn Cisco, Bill Logas and Joe Weber into the first run. By the second lap Young and Eliasson were neck-and-neck and pulling away from Logas as Cisco crashed. On lap three Young bumped Eliasson hard trying to pass and Eliasson relinquished the lead to Young shortly afterwards. Young started to pull away and had a 10-second lead at the checkered flag. Cisco was running hard and caught Eliasson on lap six to take second at the flag. Cisco was entered as a Novice and took the Novice class honors. Fourth overall went to Amateur David Pingree on his Kawasaki KX 80.

Moto two saw Young with the holeshot and pull away to another win. Second to Young at the start and his constant shadow throughout the moto was Pingree on his mini cycle. Eliasson took third at the checkered flag, four seconds behind Pingree.

Shawn Cisco took the Novice class win with his fourth overall finish behind Eliasson. Cisco got a terrible start but picked up six places in the seven-lap moto.

The best race of the day was the fifth place dice among Bill Logas, Mike Yellowhair, Steve Kammenger and Scott Moore. These four Novice riders swapped places in a tooth and nail battle that went to the wire. Yellowhair ended up with second overall in the Novice class with his fifth overall finish ahead of Logas, Moore and Kammenger.

Results

JR CYC: 1. Shane Becker (Kaw).
MINI BEG: 1. Adam Stein (Kaw); 2. Heath Sheppard.
MINI NOV: 1. Troy Bivins (Kaw); 2. Steve Shackell (Hon); 3. Derek Giest (Yam).
MINI AM STK: 1. David Pingree (Kaw); 2. Billy Demastry (Hon); 3. Jason Wright (Kaw).
MINI AM MOD: 1. David Pingree (Kaw); 2. Billy Demastry (Hon).
125 BEG: 1. Greg King; 2. David Roberts (Hon); 3. Curtis Holloman (Kaw).
125 NOV: 1. Shawn Cisco; 2. Mike Yellowhair; 3. Bill Logas.
125 AM: 1. Chip Young (Hon); 2. Brian Eliasson; 3. Joe Weber.
250 BEG: 1. Carlos Alanada (Kaw).
250 NOV: 1. Jeff Lowe (Hon).
OPEN SPTSMN: 1. John Schroeder (Hon); 2. R. Moore (Hon); 3. Paul Miller (Hon).
OPEN PRO: 1. Clint Fencher.

Birkestol bags Monroe Arenacross win

By Clay Light

MONROE, WA, JAN. 10

Honda-mounted Bryan Birkestol earned two overall wins during arenacross action at the Monroe Fairgrounds. Birkestol used 2-1 performances to net the wins in the 125 and 250cc Pro class and the accompanying cash payoff at the sixth race of the seven round arenacross series at Monroe.

Birkestol's first challenge was topping the 250cc Pro/Intermediate swapfest since he had some heavy competition in the form of Phil Larson, aboard a Honda, and Intermediate class dominator Jeff Jacobson. Larson got the handle on the competition in the first moto as the Pros gated first followed by the Intermediate riders. Larson rode a marvelous race to beat Birkestol for the Pro win, but the amazing performance came from Jacobson. Jacobson picked off the Pro duo to card the first moto win. Larson, Birkestol, Tim Doyle and Chris Moritz filled the top five at moto's end.

The second contest saw Birkestol and Larson wage a battle for the number one spot. Once again Jacobson came from behind and pulled off an upset of sorts in the process. Behind Jacobson rode Birkestol, Larson and Jeff Hoffman. Trailing Jacobson in the Intermediate class was Moritz, Hoffman and Doyle.

Birkestol came back in the combined 125cc Pro/Intermediate class and posted two stellar performances. Birkestol didn't have Larson to contend with, but did have Aaron Shardelman looming in his shadow. Shardelman won the first moto in the Pro portion but couldn't make a move at regaining Birkestol's lead in the second round and was relegated to second in the overalls. Scott Grimm was third overall after consistent 3-3 performances. Jacobson won the Intermediate class with a 1-1 sweep, beating Kawasaki riders Scott Hickson, Tara Harrison and David MacLean.

Racer promoter Lee Collins got a bird's-eye view of the battle waging for the Up The Hill class lead, between Mark Murphy and Will Hurley in moto one. Moto two had Moritz taking the win, but Moritz' first moto fourth gave Murphy the win via 1-3 rides. Moritz, Scott Browne, Hurley and Collins filled the top five overall.

Results

OPEN JR: 1. Rich Sather (Hon); 2. Scott Koch (Hon); 3. Will Hurley (Hon).
UTH: 1. Mark Murphy (Yam); 2. Chris Moritz (Hon); 3. Scott Browne (Suz).
125 PRO: 1. Bryan Birkestol (Hon); 2. Aaron Shardelman (Yam); 3. Scott Grimm (Kaw).
250 PRO: 1. Bryan Birkestol (Hon); 2. Phillip Larson (Hon); 3. Timmy Walker (KTM).
250 INT: 1. Jeff Jacobson (Yam); 2. Chris Moritz (Hon); 3. Jeff Hoffman (Hon).
125 INT: 1. Jeff Jacobson (Yam); 2. Scott Hickson (Kaw); 3. Tara Harrison (Kaw).
250 JR: 1. Eddie Isackson (Hon); 2. Scott Browne (Suz); 3. Mike Rautenburg (Hon).
125 JR: 1. Mike Monroe (Kaw); 2. Steve Strode (Cag); 3. Robert Wissinger (Kaw).
80 JR: 1. Brandon Whitebeck (Kaw); 2. Shawn Waring (Kaw); 3. Bradley Boehm.
250 BEG D-1: 1. Mike Strode (Hon); 2. Brett Caswell (Hon); 3. Joe Malich (Hon).
250 BEG D-2: 1. John Munson (Hon); 2. Dave Eppig (Suz); 3. Kerry Hammons (Hon).
125 BEG D-1: 1. Tim McElroy (Kaw); 2. Mark Straton (Yam); 3. Danny Watts (Kaw).
125 BEG D-2: 1. John Sherlock (Hon); 2. Eric Jacobsen (Kaw); 3. Gary Cotton.
80 BEG D-1: 1. Corey Knaulsrud (Kaw); 2. Alex Travaglia (Hon); 3. Charlie Harris.
80 BEG D-2: 1. Derek Larson (Hon); 2. Corey Downing (Kaw); 3. Randy Wright (Kaw).
80 BEG D-3: 1. Jeff Galbvy (Hon); 2. Steve Adams (Hon); 3. Bobby Carper (Kaw).
60: 1. Billy Binckley (Kaw); 2. Jeff Backus (Kaw); 3. David Carper (Kaw).
50: 1. Phillip Johnson (Yam); 2. Matt Hadler (Suz); 3. Jesse Skipton (Yam).
OTH: 1. Paul Steun (Suz); 2. Dave Eppig (Suz); 3. Rich Sather (Hon).
OT: 1. Donald Coty (Hon); 2. Gary Fahlander (Yam).

125 BEG D-3: 1. Jeff Annen (Yam); 2. Wayne Younger (Suz); 3. Eric Hannan (Hon).
OPEN INT: 1. Chris Staley (Yam).
OPEN BEG: 1. Todd Gaskill.

Lee navigates to Albany SX win

By Clay Light

ALBANY, OR, JAN. 9

Honda-mounted Richie Lee navigated through pouring rain and freezing temperatures to win the 250cc Intermediate class at the Albany Supercross round of the Motocross Northwest Winter Series. Neither the pouring rain or two feet of slop would stop Lee's incredible performances, netting the CR jockey a 1-1 win in the class at the completion.

In the first moto, Lee and Pro class rider Rob Annen waged a battle for the lead with Annen prevailing. Trailing Lee across the finish were Aaron Boehmer and Benjamin Wageman.

Moto two was much easier for Lee Since Annen was a no-show. Lee's lead grew increasingly with each lap and by the midway point in the moto he had built up a comfortable lead of 16 seconds over Boehmer. Lee had little difficulty enroute to his 1-1 demolition of the class. Boehmer finished second overall followed by Wageman's 3-3 performances. Rounding out the top five were Frank McKuhn and Honda rider Pat Schouweiler.

In the first 125cc Beginner outing Matt Gable stayed on two wheels longest to take the win followed by Joe Rushing, Aaron Blanchard, Robert Egan and Kawasaki-mounted Eric Cummings.

Rushing got the handle on the second moto and held on for the duration while a battle for second between Mike Nova and Gable waged some two turns back. Rushing's 2-1 tallies were good for the overall win followed by Gable with 1-3 scores, Nova, Blanchard and Cummings, who finished fifth overall after 5-4 postings.

Chad Berry used his mud riding experience to outdistance the 125cc Junior class, but it didn't come completely without a battle, however, as lone intermediate Jeremy Skokan continued his impressive riding. Skokan went 1-1 to top the Intermediate portion followed by Berry, winner of both Junior contests. Second to Berry was Todd Burchaett and Tom Collie finished third.

Bob Leach took top honors in a combined 30-40/Up The Hill class. Leach and Mike Holbrook swapped moto wins with Leach taking the second moto for the overall win. In the 30-40 C class Bill Eckstein took the overall via 2-1 rides, beating Gary Forster. Third went the way of Rusty Garrison. •

Results

30-40 $: 1. Bob Leach (Cag); 2. Mike Holbrook (Hon).
30-40 C: 1. Bill Eckstein (Hon); 2. Gary Forster (Cag); 3. Rusty Garrison (Kaw).
OPEN JR: 1. Doug MacDuffee (Kaw); 2.Don Boespflug (Hon); 3. Grady Troglin (Kaw).
OPEN BEG: 1. Steve Evenson (Hon); 2. Anthony Shelton (Yam); 3. John Kasper (Kaw).
250 INT: 1. Richie Lee (Hon); 2. Aaron Boehmer (Hon); 3. Ben Wageman (Suz).
250 JR: 1. Brett Manley (Hon); 2. Chris Howell (Hon).
250 BEG: 1. Roger Knight (Hon); 2. Timber Pesterfield (Hon); 3. Gordon Postma.
125 JR: 1. Chad Berry (Yam); 2. Todd Burchett (Yam); 3. Tom Collie (Hon).
125 BEG:1. Joe Rushing (Hon); 2. Matthew Gable (Hon); 3. Mike Nova (Kaw).
80 BEG: 1. John Rushing (Hon); 2. Brian Fisher (Kaw); 3. Monty Harris (Hon).
80 JR: 1. Travis Berry (Yam); 2. Chris Paterson (Hon).
60 JR: 1. Doug McKuhn (Kaw); 2. Jessy Williams (Kaw); 3. Russell Postma (Kaw).
60 INT: 1. Eric Burkinshaw (Kaw).
125 INT: 1. Jeremy Skokan (Hon).
250 PRO: 1. Rob Annen (Kaw).
OT EX: 1. Roger Knight (Hon); 2. Bruce Wageman (Yam).
OT C: 1. Gene Chittin (Hon); 2. Cliff Kobernik (Yam).

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Wind

Continued from page 2)

third. The following night series action took place in Kalamazoo, Michigan, and Dan Ingram (Hon) won the main event with Ed Morris (Hon) taking second and Brow third. Going into the final round in Muskegon, Michigan's Walker Arena on January 22, five riders are in close contention for the series title. Hardin leads the point standings with 49 points but is closely followed by Springsteen who has 47, Ed Morris and Brow who are tied with 45 points each, and Ingram who has 44 points.

Bubba Shobert suffered more than a sprained wrist in the play-riding crash we reported last week. Shobert chipped a bone and had a cast put on the wrist, but has had it removed and says he'll race at the Cow Palace. Other news out of the Shobert camp has the three-time Grand National Champion riding a Honda RS250 in the 250cc race at the April 10 U.S. GP at Laguna Seca. In addition, Shobert says he'll race a Bob MacLean Honda RS250 in the Daytona 250cc race in March.

Laguna Seca's track lengthening is all but complete and the "new" circuit will be examined by FIM representatives on February 19-20. At that time riders Kevin Schwantz and Kork Ballington are expected to cut hot laps to "rider test" the circuit.

Pre-entry forms have been mailed for the AMA/CCS road races which will be held on February 27-28 at Florida's Daytona International Speedway and for the Daytona SuperSport races that will run on Sunday, March 6. If you plan to compete in those races and did not receive an entry form, call AMA/CCS at 704/684-4297.

The Clarendon Plaza Hotel in Daytona Beach, Florida, is providing the rooms that the lucky winners of our Win Daytona Contest will be staying in during Daytona Cycle Week. Hotel management recommends that Daytona attendees make reservations as soon as possible because the annual college spring break will be starting the weekend, March 5-6, Daytona Cycle Week is drawing to a close. The Clarendon Plaza is located at 600 North Atlantic Ave. in Daytona Beach. For reservations at the Plaza, call 800/532-3224.

Camel Pro Series competitor Rich King of Iowa and Julie Kiendier were married on January 9.

AMRA-Pros has announced that they are canceling all but three of the rounds of the recently announced seven-race Dirt Track Speed Week which was to take place in Alabama and Florida at the end of February. The canceled rounds are the February 21 Phenix City, Alabama, half mile race and the February 26-27-28 Tampa, Florida, half mile races. The three AMRA-Pros rounds that will be run are the February 23 Lake City, Florida, race; the February 24 Palatka, Florida, race; and the February 25 Ocala, Florida, race. While Royal Sherbet, founder and director of AMRA-Pros was unavailable for comment on Monday, January 17 — our press day, he spoke to *Cycle News* the previous Friday and said he and Daytona International Speedway's Jim France, co-promoter of the February 26-27-28 Barberville, Florida, AMA half mile races and promoter of the Daytona Memorial Stadium AMA-sanctioned short track races on March 2-3-4-5, had discussed their conflicting dates and were seeking a way to avoid a conflict. An AMRA-Pros spokesperson said they would now hold the Reunion of the Legends, a gathering of racing stars of the past that was originally scheduled for the Florida State Fairgrounds in Tampa on February 27-28, and a vintage flat track motorcycle show at the Daytona Armory, March 3 through March 5. The three AMRA-Pros races in Florida will feature full amateur programs in addition to the professional races. The amateur racing will take place in the afternoon and the professional racing at night at the three venues. For more information, call 813/938-4573.

A Vintage Motorcycle Show and Vintage Swap Meet will be held May 28-29 at the Illinois State Fairgrounds in conjunction with the Springfield 600 National Short Track and the Grand National Championship Springfield Mile. For additional information, contact the Illinois Motorcycle Dealers Association, 2000 E. Cornell, Springfield, IL 62703, 217/753-8866.

The Brainerd (Minnesota) International Raceway road race round of the 1988 Camel Pro Series has been canceled, according to Brainerd's Mark Jacobs. The race had been scheduled for July 31. That leaves only six road race rounds (Daytona, Road Atlanta, Loudon, Road America, Mid Ohio, and Sears Point) on the '88 Camel Pro Series schedule, and seven road race rounds (Laguna Seca's July date is not a Camel Pro race) on the AMA Grand National Championship Road Race Series schedule.

Intertec Publishing Corporation, a subsidiary of Macmillan, Inc. and publisher of the Motorcycle, Moped & All-Terrain Vehicle Trade-In Guide and a variety of mechanical repair manuals, has acquired Clymer Publications, the Los Angeles, California-based publisher of motorcycle repair and service manuals. The addition of Clymer adds 200 titles to the Intertec line. According to Intertec Group Vice President and Publisher Joe Zanatta, Intertec will retain Clymer editorial offices in California while marketing will be moved to the company's Overland Park, Kansas, headquarters. The Clymer line, however, will be sold by a sales force separate from other Intertec publications.

International Speedway has put together a travel package for fans who wish to attend the February 19-20 Hawaiian Speedway Classic at Aloha Stadium in Honolulu, Hawaii. For $459 fans get round-trip airfare to Hawaii, over a week's lodging at the Reef Tower Hotel in Waikiki, and a ticket to the races. For more information, contact Long Beach Travel Service, 1617 E. 7th St., Long Beach, CA 90813, 213/591-4401.

Honda Racing Corporation (HRC) of Japan will be sending four Japanese motocross riders to the CMC/Dodge Truck Golden State National MX Series rounds at Carlsbad, California, January 24, and Sunrise Valley, California, January 31. The riders will be accompanied by three technicians, a trainer and a team manager from Japan, and will be using Honda CRs supplied by American Honda. The four riders are Isa Ida, 32, the 1986 Japanese 125cc National Champion; H. Ishibashi, 21, the 1987 Japanese Junior 250cc National Champion; Takashi Yasui, 17, who finished eighth in his first season as an Expert in the 125cc class riding for Mugen; and Izumi Yoshida, 18, the 1987 125cc International Junior class champ.

The first round of the 1988 AMA/CCS EBC Brakes Endurance Road Race Series will be run on Saturday, February 13 at Firebird International Raceway in Phoenix, Arizona. AMA/CCS sprint races will be run on February 14.

Motocrossers Dave Coupe, Larry Dashiell, Dean Matson, Jon Nelson and Greg Tirheimer starred in a special halftime show as part of the December 14 football game between the San Francisco 49ers and the Chicago Bears at Candlestick Park in San Francisco, California. The show was based on popular movie theme songs, and the theme from Top Gun was one of three songs performed. Unable to get Navy jets to perform inside the stadium, Rich Schilling, Bill Spencer and Steve Weiss, with the help of sponsors Arai, Maxima and Moto-X Fox, put together the show which instead featured the riders flying off 20 foot wooden ramps.

PHOTO BY BILL SPENCER

1988 AMA Dirt Track National Numbers

1	Bubba Shobert
2	Kenny Roberts
3	Ricky Graham
4	Not in use
5	Not in use
6	Not in use
7	Not in use
8	Steve Eklund
9	Jay Springsteen
10	Doug Chandler
11	Scott Parker
12	Ted Boody
13	Mickey Fay
14	Hank Scott
15	Garth Brow
16	Ronnie Jones
17	Aaron Hill
18	Terry Poovey
19	Billy Herndon
20	Chris Carr
21	William Davis
22	Keith Day
23	Robert Land
24	Bryan Villella
25	Jon Cornwell
26	Kirk Strong
27	Jim Filice
28	Randy Triplett
29	Scott Adams
30	Bryan McDowell
31	Dan Ingram
32	Pete Hames
33	Dave Hebb
34	Wink Freitas
35	Mark Gruber
36	Wayne Rainey
37	Erick Gruber
38	Robert Crabbe
39	Roger Thompson
40	Les Washbon
41	Doug Davis
42	Steve Morehead
43	Jon Champlin
44	Alex Jorgensen
45	Brian Bonesteel
46	Kris Armentrout
47	Martin Bushman
48	Don Howard
49	Steve Labordus
50	Curtis Rehmert
51	Stephen Champine
52	Chris Evans
53	Tim Mertens
54	Chad Felicio
55	C. Royal Adderson
56	Martin Lavoie
57	Rusty Rogers
58	Dave Durelle
59	Steven Kasten
60	Sammy Sweet
61	Charlie Orr
62	Steve Burkholder
63	Tim Stults
64	Don Estep
65	Randy Texter
66	George Roeder II
67	Bill Hofmeister
68	Darrin Erichsen
69	Thomas Colson
70	Bryan Hardin
71	David Miller
72	Rick Weir
73	Sal Hoffman
74	Dan McDonnell
75	Ted Taylor
76	Robert Buffington
77	Scott Stump
78	Don Wilson
79	Robert Nichols
80	Rich King
81	Billy Taylor
82	Edward Morris
83	Michael Reid
84	Michael Ragan
85	George Richtmeyer
86	David Feggestad
87	Kelly Larkin
88	Robert Lewis
89	Mike Farley
90	Keith Jacobsen
91	John Parker
92	Rodney Farris
93	Greg Wagenknecht
94	Jeff Dietz
95	Scott Pearson
96	Eric Rausch
97	Delbert Beck
98	Brian Atherton
99	Duane Veeder

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/6	Brazil
3/13	Argentina
3/27	Japan
4/10	LAGUNA SECA,CA
4/24	Spain
5/1	Portugal
5/22	Italy
5/29	W. Germany
6/12	Austria
6/25	Holland
7/3	Belgium
7/17	Yugoslavia
7/24	France
8/7	England
8/14	Sweden
8/28	Czechoslovakia

World C'ship 125cc MX Series

4/3	Italy
4/10	Belgium
4/17	Holland
5/1	Austria
5/8	Spain
5/15	Portugal
5/29	Czechoslovakia
6/12	W. Germany
6/26	Ireland
7/3	France
8/14	Finland
8/28	Switzerland

World C'ship 250cc MX Series

4/17	France
4/24	Spain
5/1	Italy
5/15	Czechoslovakia
5/29	England
6/5	Belgium
6/19	W. Germany
6/26	Yugoslavia
7/24	UNADILLA, NY
8/7	Venezuela
8/14	Argentina
8/28	Sweden

World C'ship 500cc MX Series

4/17	Austria
4/24	Switzerland
5/8	Sweden
5/15	Finland
6/5	W. Germany
6/12	Italy
6/26	HOLLISTER, CA
7/10	England
7/17	Holland
7/24	San Marino
8/7	Belgium
8/14	Luxembourg

World C'ship Observed Trials Series

3/6	Spain
3/20	England
3/26	Ireland
4/17	Luxemburg
4/24	West Germany
5/29	Austria
6/5	France
6/12	Belgium
7/17	Italy
8/21	Sweden
8/28	Finland
9/11	Poland

Motocross des Nations

9/11	France

AMA Nat'l C'ship Dirt Track Series

1/23	San Francisco, CA ST 600
1/24	San Francisco, CA TT 600
3/5	Daytona Beach, FL ST 600
4/10	Woodstock, GA ST 600
4/16	Sacramento, CA M GNC
4/23	Gardena, CA TT 600
4/30	Phoenix, AZ HM 600
5/7	Gardena, CA HM GNC
5/14	Castle Rock, WA TT 600
5/22	* San Jose, CA M GNC
5/28	Springfield, IL ST 600
5/29	Springfield, IL M GNC/600
6/4	* Louisville, KY HM GNC
6/12	Peoria, IL TT 600
6/24	Hinsdale, IL ST 600
6/25	Lima, OH HM GNC/600
7/3	Middletown, NY HM GNC
7/9	Hagerstown, MD HM GNC/600
7/15	Parkersburg, WV HM 600
7/16	* Parkersburg, WV HM GNC
7/24	* DuQuoin, IL M GNC
8/6	Ashland, OH HM 600
8/13	Sturgis, SD ST 600
8/19	Hamburg, NY HM GNC
8/21	* Peoria, IL TT GNC
8/27	Indianapolis, IN M GNC
8/28	Indianapolis, IN M GNC/600
9/3	Springfield, IL ST 600
9/4	* Springfield, IL M GNC
9/11	* Syracuse, NY M GNC
9/18	San Jose, CA M GNC
9/24	* Gardena, CA HM GNC
10/1	* Sacramento, CA M GNC
10/15	Mesquite, TX HM 600

* Indicates Camel Pro Series event
Schedule subject to change

AMA/ Camel Pro Series

3/6	Daytona Beach, FL RR
5/15	Atlanta, GA RR
5/22	San Jose, CA M
6/4	Louisville, KY HM
6/19	Loudon, NH RR
6/26	Elkhart Lake, WI RR
7/16	Parkersburg, WV HM
7/24	DuQuoin, IL M
7/31	Brainerd, MN RR
8/7	Lexington, OH RR
8/21	Peoria, IL TT
8/28	Sonoma, CA RR
9/4	Springfield, IL M
9/11	Syracuse, NY M
9/24	Gardena, CA HM
10/1	Sacramento, CA M

Schedule subject to change

AMA Nat'l C'ship Road Race Series

3/6	Daytona Beach, FL
5/15	Atlanta, GA
6/19	Loudon, NH
6/26	Elkhart Lake, WI
7/10	Monterey, CA
7/31	Brainerd, MN
8/7	Lexington, OH
8/28	Sonoma, CA

Schedule subject to change

AMA Nat'l C'ship Enduro Series

2/21	New Idria, CA
3/13	Maxeys, GA
4/9	Georgetown, CA
4/24	Twain Hart, CA
5/1	Roselawn, IN
5/29	McArthur, OH
7/17	Del Norte, CO
7/24	Blain, PA
8/21	Moorestown, MI
9/25	Greenwich, RI
10/30	Forest Hill, LA
11/6	Morrison, IL

AMA Nat'l C'ship Hare Scrambles Series

2/28	Plant City, FL
3/27	Hurricane Mills, TN
4/10	Cadiz, KY
4/17	Redding, CA
5/8	TBA
5/15	Bruceton Mills, WV
6/12	Bellevue, ID
7/10	Walden, CO
9/18	Lynville, IN
10/2	Nowata, OK
10/9	Millville, MN
10/16	Hookstown, PA

AMA Nat'l C'ship Hare & Hound Series

1/24	Lucerne Valley, CA
2/14	Randsburg, CA
3/20	Searchlite, NV
9/18	Craig, CO
10/9	Reno, NV
10/30	Wickenberg, AZ

AMA Nat'l Reliability Trials Qualifier Series

5/20-22	Rose City, MI
6/4-7	Idaho City, ID

Additional events to be scheduled

AMA/NATC Nat'l C'ship Observed Trials Series

4/16	Pampa, TX
4/17	Pampa, TX
4/23	Albuquerque, NM
4/24	Westminster, CO
5/28	Winchester, TN
5/30	Winchester, TN
7/2	Spokane, WA
7/4	Portland, OR

AMA 125/250cc Nat'l C'ship MX Series

2/28	Gainesville, FL
3/13	Anderson, SC
3/27	Sacramento, CA
5/1	Axton, VA
5/22	Southwick, MA
5/29	Mt. Morris, PA
Tentative	

AMA 125/500cc Nat'l C'ship MX Series

6/5	San Antonio, TX
7/3	Buchanan, MI
7/10	Binghampton, NY
7/31	Troy, OH
8/14	Millville, MN
8/28	Washougal, WA
Tentative	

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series

3/6	Sanford, NC
3/27	Nashville, TN
4/17	Brownsville, PA
5/1	Tarentum, PA
5/15	Beckley, WV
6/19	Davis, WV
9/11	Athens, OH
10/2	Mt. Morris, PA
10/16	Hookstown, PA
10/30	Tarentum, PA

SCORE Int'l Off-Road Series

1/29-31	Parker 400 Parker, AZ
4/1-3	Great Mojave 250 Lucerne Valley, CA
6/3-5	Baja Internacional Ensenada, Baja, Mexico
8/19-21	Off Road World C'ship TBA
11/3-6	Baja 1000 Ensenada, Baja, Mexico
12/9-11	San Felipe 250 San Felipe, Baja, Mexico

SETRA C'ship Hare Scrambles Series

2/7	Maxey, GA
4/3	Sumter, SC
5/1	Abbeville, SC

SETRA C'ship Enduro Series

1/31	Sumter, SC
2/14	Greenville, SC
2/21	Cochran, GA
2/28	Pelion, SC
3/6	Palatka, FL
3/13	Athens, GA
3/27	Abbeville, SC
4/10	Bristol, VA
4/24	Lawrenceburg, TN
5/8/	Charleston, SC

Texas Arenacross Series

2/12-14	Odessa, TX
2/26-28	Temple, TX
3/4-6	San Antonio, TX

CMC/Dodge Truck Golden State National MX Series

1/23-24	Carlsbad, CA
1/30-31	Adelanto, CA
2/7	Marysville, CA
2/14	Porterville, CA
2/21	San Bernardino, CA

AFM North Road Race Series

3/26-27	Sears Point, CA
4/16-17	Sears Point, CA
5/21-22	Sears Point, CA
6/19	Sears Point, CA
7/23-24	Sears Point, CA
8/21	Sears Point, CA
9/11	Sears Point, CA
10/23	Sears Point, CA

Dade City, FL, Jan. 10, 1988
Round 3, Florida Winter MX Series

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Mother, Dad, Family and all others who helped make my 1987 racing season a success!

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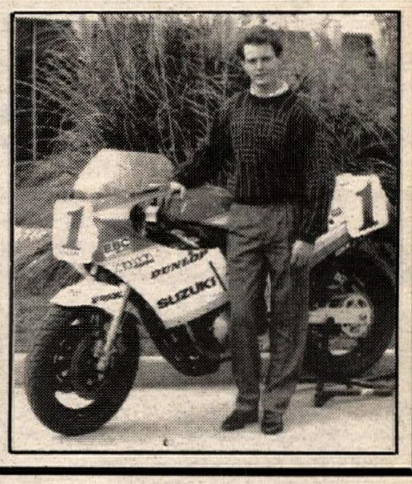

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Friday, Jan. 22, 1988

Budweiser

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In Conjunction with Great American Motorcycle & ATV Show

600cc PRO-AM and AMATEUR SHORT TRACK

PRO-AM CLASS
Pro-Am, Jr. Exp.
$1,500 PURSE

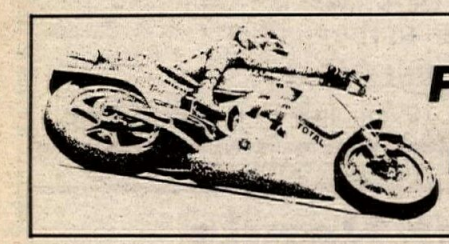
1st	$420	7th	75
2nd	285	8th	60
3rd	210	9th	45
4th	135	10th	35
5th	105	11th	25
6th	90	12th	15

FULL AMATEUR PROGRAM
Trophies 1st through 6th
CLASSES:
50cc, 60cc, 85cc,
125cc, 250cc, 600cc

Registrtation	4 p.m.
Practice	6 p.m.
RACE	8 p.m.
ENTRY FEES	
Amateur	$25.00
Pro	$30.00

(All entry fees include rider pit pass)

Race Info: **MIKE KIDD PROMOTIONS**
(817) 433-5587



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125 MILES of CLOSED PUBLIC HIGHWAY!
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SMX

MX SCHEDULE
Feb. 6 Perris Raceway
Feb. 7 DeAnza Cycle Park
Feb. 13 Perris Raceway
Feb. 20 Perris Raceway
INFO: (714) 582-3482

BAJA CROSS
Quads, 3-Whlrs, Odysseys
Pro PayBack 30% Trophies
ATV Team Race
Odysseys/Quick Silvers
Pro Payback
30% Trophies
Sunday, Jan. 24 Glen Helen
GLEN HELEN OFF-ROAD COURSE Devore, CA
Info: TOP GUN RACING
(714) 737-7063

CMC **Race With The Best**
Jan. 23-24 Carlsbad Raceway
GSN Round 4
Jan. 30-31 Sunrise Valley
GSN Round 5
CA (714) 261-6116

C.R.R.C. W.E.R.A.
MONTERREY MEXICO
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DOUBLE CROSS RACING
FEB. 14
Perris Raceway
Presidents Day G.P.
INFO: (714) 371-6333

CRC **CALIFORNIA RACE SCHEDULE**
ATV CLASSES AT ALL EVENTS
Sun. Jan 24 MX LA Raceway
Sun. Jan 31 GP LA County Raceway
Sun. Feb. 7 MX Glen Helen
Sun. Feb. 14 MX LA County Raceway
Sun. Feb. 21 MX San Diego Stadium
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Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

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(213) 868-8112

SRA California Schedule
Jan. 31 Glen Helen
Feb. 28 Butterfield
Info (714) 957-2985

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Racing Enterprises

Mammoth MX
June 24, 25, 26
1988

TRALEYS MOTO-X PARK Arvin, CA
JANUARY 1 CANCELLED
MX
(805) 835-0241
(805) 245-1318

AFM South Road Race Series

4/2-3	Riverside, CA
6/25-26	Riverside, CA

WSMA Formula USA C'ship Series

2/6-7	Willow Springs, CA
3/19-20	WillowSprings, CA
4/2-3	Willow Springs, CA
5/14-15	Willow Springs, CA
6/4-5	Willow Springs, CA
9/10-11	Willow Springs, CA
10/1-2	Willow Springs, CA
11/5-6	Willow Springs, CA

Mickey Thompson Off-Road C'ship Grand Prix Series

1/23	Anaheim, CA
2/13	San Diego, CA
* 3/12	Houston, TX
4/9	Seattle, WA
* 4/23	San Jose, CA
5/7	Pasadena, CA
7/23	Los Angeles, CA
10/1	Las Vegas, NV

* Tentative

Golden State Enduro Series

2/21	Coalingia, CA
3/6	Kelso, CA
4/9	Georgetown, CA
4/17	San Luis Obispo, CA
4/24	Sonora, CA
5/1	Lucerne, CA
5/22	Placerville, CA
12/10	Tecate, Baja, CA, Mexico

JANUARY

S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

• Denotes Pro Payback

January 22

CALIFORNIA SHORT TRACK
• Budweiser AMA Nat'l Indoor C'ship. Cow Palace, San Francisco. Info 714/675-0132 or 817/433-5587.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON SHORT TRACK
• AMA/Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

January 23

CALIFORNIA SHORT TRACK
• Budweiser AMA 600cc Nat'l C'ship. Cow Palace, San Francisco. Info 714/675-0132 or 817/433-5587.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MICHIGAN ICE RACE
Flint MC, Flint. Info 313/686-7083.
OHIO SHORT TRACK
• AMA. Triangle MC Indoor ST Series. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887 or 382-6085.
WASHINGTON SHORT TRACK
S & D Promotions. Evergreen Fairgrounds, Monroe. Info 206/337-7393.

January 23-24

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
FLORIDA MOTOCROSS
• 18th Annual Florida Winter AM Series. Croom Raceway, Brooksville. Infop 813/822-8929.

January 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA TT
• Budweiser AMA 600cc Nat'l TT C'ship. Cow Palace, San Francisco. Info 714/675-0132 or 817/433-5587.
CALIFORNIA HARE & HOUND
• AMA/Desert MC. Nat'l. Lucerne Valley. Info 213/693-5378.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA HARE SCRAMBLES
9th Annual Indian Gulch HS. AMA/D-36/F-Troop. Coulterville. Info 209/334-0946 or 916/689-5478.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• SMX. Glen Helen ORVP, San Bernardino. Info 714/582-3482.
CALIFORNIA ENDURO
SDEA/ D-38. Jailhouse Family Enduro. Ancient Dry Lake Bed. Info 619/571-0155 or 277-2743.
CALIFORNIA MX & MARATHON
• GP MX. Santa Cruz County Fairgrounds, Watsonville. Info 408/724-5671.
FLORIDA MX/SHORT TRACK
Boss Hog Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
FMC Winter Series. South Georgia MX, Valdosta. Info 912/559-6080 or 242-9751.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
KENTUCKY HARE SCRAMBLES
AMA. Lakeland MX Track, Trigg Co. Rec. Complex, Cadiz. Info 502/522-6389.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Electric City Riders MC. Saratoga Lake, Saratoga/ or Warners Lake, E. Berne. Info 518/374-3116 or 374-7979.
NORTH CAROLINA SUPERCROSS
NAME/M & M Productions. East Carolina Raceway, Greenville. Info 919/342--4492.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA CROSS COUNTRY
Beechnut Park, Mt. Airy. Info 919/786-5343 or 320-2220.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA MOTOCROSS
AMA. Sandhill MX, Chesterfield. Info 803/623-2036.
SOUTH DAKOTA ICE RACE
Lake Brandt, Chester. Info 605/256-3556 or 489-2204.
TENNESSEE SHORT TRACK
• Action Motorsports Promotions. Municipal Auditorium, Nashville. Info 513/492-9705.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MOTOCROSS
South Forty MX Track, Crane. Info 915/558-3989.
WASHINGTON ARENACROSS
• CMC. Evergreen Fairgrounds, Monroe. Info 206/788-1437 or 631-5899.
WISCONSIN ICE RACE
4 Seasons Resort, Lake Wisconsin, Madison. Info 608/244-2961.

January 29

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports, Inc. Clark County Fairgrouunds, Ridgefield. Info 503/661-6813.

January 29-31

ARIZONA DESERT RACE
• SCORE Parker 400. Parker. Info 818/889-9215.

January 30

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
WASHINGTON SHORT TRACK
• N.W. Nat'l. S & D Promotions. Evergreen Fairgrounds, Monroe. Info 206/337-7393.

January 30-31

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CANADA ICE RACE
• CMA. Optimiste Club. St. Narcisse, Ontario. Info 418/328-3788.
WISCONSIN ICE RACE
• AMA/D-16/Kenosha MC. Wilson Park Lagoon, Milwaukee. Info 414/662-2075.

January 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA ENDURO
Coyote Derby. Chaparrals MC. Best of the West Series. Red Mountain. Info 714/528-3007.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Traleys Motocross Park, Arvin. Info 805/835-02-CANCELLED 213/931-9180.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA GRAND PRIX
• SRA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC. Sandhill Ranch, Brentwood. Info 209/524-7013.
FLORIDA MOTOCROSS
FMC Winter Series Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Square Deal Riders. Cheango Outdoor Equipment, Norwich. Info 607/723-2387 or 693-1975.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor (Newburg). Info 914/427-2248.
NEW YORK ICE RACE
Square Deal Riders MC. Chenango Outdoor Equipment, Norwich. Info 607/655-2382.
OHIO HARE SCRAMBLES
AMA/D-11/ERA. Ray Noltemeyer's Farm, Columbus. Info 614/875-5343.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
SOUTH DAKOTA ICE RACE
Lake Brandt, Chester. Info 605/256-3556 or 489-2204.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
WISCONSIN ICE RACE
Green Lake. Info 608/244-2961.

February 5

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON MOTOCROSS
• Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

February 6

CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.

February 6-7

CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team. 5th Team Threat Team 200. Imperial County, 15 mi W. of El Centro. Info 619/427-5759.
CALIFORNIA GRAND PRIX
D-37. Best of the West Series. Desert Vipers. Adelanto. Info 818/707-3459.
CALIFORNIA SAND DRAGS
• USA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN ICE RACE
• AMA/D-16/Kenosha MC. Brown Deer Park Lagoon, Milwaukee. Info 414/662-2075.

February 7

ALABAMA HARE SCRAMBLES
Mid South Winter Series. Grant. Info 615/890-3003 or 205/728-2440.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Marysville E Street Track, Marysville. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Independent Motorsport Inc., Ridgecrest. Info 619/446-7240 or 805/945-9113.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Los Altos Dirt Bikers. Metcalf Park, San Jose. Info 415/583-3519.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CANADA ICE RACE
• CMA. Aylmer, Ontario. Info 613/833-2439.
FLORIDA MOTOCROSS
FMC Winter Series. Callahan MX, Callahan. Info 904/757-3820.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MARYLAND MX/HARE SCRAMBLE
Budds Creek MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
MICHIGAN ICE RACE
AMA/D-14/Polka Dot MC. Gladwin Ice Carnival Clubgrounds, Gladwin. Info 517/835-9355.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, E. Vernon. Info 518/374-3116.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. 5th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA SUPERCROSS
NAME/M & M Productions. E. Carolina Raceway, Greenville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
Beechnut Park, Mt. Airy. Info 919/786-5343 or 320-2220.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
SOUTH DAKOTA ICE RACE
Lake Brandt, Chester. Info 605/256-3556 or 489-2204.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
WISCONSIN ICE RACE
4 Seasons Resort, Lake Wisconsin, Madison. Info 608/244-2961.

February 12

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

February 12-14

TEXAS ARENACROSS
• Mike Kidd Promotions. Texas Arenacross Series. Odessa. Info 817/627-7483 or 433-5587.

February 13

ALABAMA MOTOCROSS
Penton MX, Penton. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602.

February 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l. Series. Spinners Airport Raceway, Porterville. Info 714/261-6116.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA HARE SCRAMBLES
AMA/P & J Promotions. Hollister Hills SVRA, Hollister. Info 408/249-4336.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482. CANCELLED
CALIFORNIA ENDURO
SCEC Family Enduro. Barstow-Sidewinder Rd., Barstow. Info 714/689-6114.
CANADA ICE RACE
• CMA. Parc Pie XII, Trois Rivieres, Quebec. Info 819/379-1931.
FLORIDA MOTOCROSS
FMC Winter Series. MX of Marion County, Ocala. Info 904/591-2377.
FLORIDA MX/SHORT TRACK
Boss Hog Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing Club. Clear Lake, La Porte. Info 219/324-7180 Sat. eve.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MARYLAND MX/HARE SCRAMBLES
Budds Creek MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor (Newburg). Info 914/427-2248.
NEW YORK ICE RACE
Square Deal Riders. Cheango Outdoor Equipment, Norwich. Info 607/723-2387 or 693-1975.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, E. Vernon. Info 518/374-3116.
NEW YORK ICE RACE
Square Deal Riders. Chenango Outdoor Equipment, Norwich. Info 607/655-2382.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/756-8601 or 614/389-5268.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
SOUTH CAROLINA MOTOCROSS
N.A.M.E./M & M Production. Spot Mill Park, Society Hill. Info 919/342-4492.
SOUTH DAKOTA ICE RACE
Lake Brandt, Chester. Info 605/256-3556 or 489-2204.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/321-9861.
WISCONSIN ICE RACE
Greenlake. Info 608/244-2961.

FREE CALENDAR LISTING

Calendar listings are a free service for Cycle News Readers and race promoters. All information is the responsiblity of the promoter. Calendar listings cannot be accepted over the phone; we must have complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to comfirm details before traveling to event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

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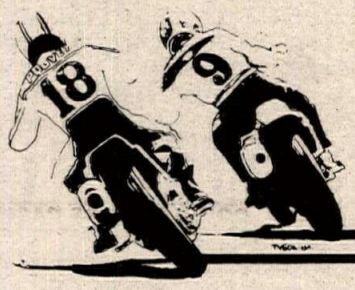
CYCLE NEWS



Attention clubs and promoters! Get your event listed in the Cycle News Calendar section for free! Just fill out the Calendar listing form in this week's Calendar section completely and mail it in today to the attention of the Calendar editor. Make sure you include an information phone number too!

1988 ARENACROSS NATIONALS

Saturday, February 13th
Sunday, February 14th
Cincinnati Gardens, Cincinnati, Ohio

Saturday, February 20th
Sunday, February 21st
Toledo Sports Arena, Toledo, Ohio

Saturday, March 5th
Sunday, March 6th
Freedom Hall, Louisville, Kentucky

N.A.C.C. National Arena Cross Championships
World Sports
For Information And Pre-Entry Call or Write
WorldSports North
Rt. 7, Box 459
Morgantown, WV 26505
(304) 594-1157
In The South Call
(813) 822-8929
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Willow Springs International Raceway • ROSAMOND, CALIFORNIA

FEBRUARY	MARCH	APRIL	MAY
6 - 7	19 - 20	2 - 3	14 - 15
JUNE	SEPTEMBER	OCTOBER	NOVEMBER
4 - 5	10 - 11	1 - 2	5 - 6

FAMILY ENDURO
S.C.E.C. Candy Ass
FEBRUARY 14th Barstow
CRC Points Event
Info. (714) 689-6114

AFM Road Racing 1988
March 26 - 27 Sears Point
April 2 - 3 Riverside
April 16 - 17 Sears Point
1134 Crane St. #216
Menlo Park, CA 94025
(818) 963-8676
(415) 327-0908 North Chapter

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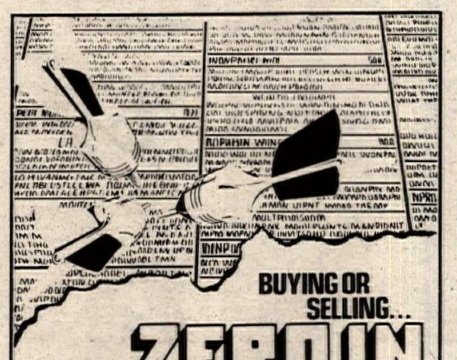
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Drayton Plain, MI 48020
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UPS Daily

RESULTS

Bench Racers
Cross Country Series
Greeneville, TN
Nov. 22
By Sam Gammon

O/A
Donnie Clark
Jerry Cross
Wesley Miller
Jimmy Pratt
David Albert, Sr.
Larry Darnell
Steve Barker
Mike Eads
Tim Harmon
Steve Lady
125
David Sproles
Scott Grubb
Robert Bird
Joe Emory
Phil Horner
200
Donnie Clark
Mike Eads
John Laws
Glen Rector
Travis Rouse
250
Wesley Miller
Larry Darnell
Steve Barker
Steve Lady
Fred Moore
OPEN
Jimmy Pratt
Chris McAbee
David Weston
Jason Carter
Jimmy Hess
SR
Jerry Cross
Danny Eller
Bob Reagan
John Gibson
S/SR
David Albert, Sr.
Johnny Shephard
Johnny Bare
John Carter
4-STRK
Tim Harmon
Montey Harley
Richard Adams
Jeff Akans
Robert Adams
NOV
Randy Bryant
Jeff Clark
Rodney Collins
Kevin Davenport
Johnny Rasar

Motocross
Tulare Rcwy. MX
Tulare, CA
Dec. 13
By Ron Clawson

80 BEG
P J Mascorro
Rusty Holland
Kelly Stephens
80 JR
Leon Fitzgerald
125 BEG
Byron Walker
Richard Harlblin
125 JR
John Culwell
Kevin Jones
Dan McCann
125 INT
Todd Nelson
Mike Quaschnick
250 BEG
Anthony Aquino
Jim Gardner
Victor Miller
250 JR
Pat LeForge
250 INT
Chuck Mark
Billy Wwods II
Tim Hobbs
OPEN BEG
Tim Grubser
Jeff Mello
Tom Johnson
OPEN JR
Curtis Sunderman
Scott Walker
125 PRO
Dallen McKenney
250 PRO
Dallen McKenney
OPEN PRO
Jim Quaschnick
VET PRO
Paul Hubert
OTHG INT
Kandy Klaus Baker
Muduck Mike McCullough
Lousy Lary Harstad
OTHG AM
Killer Keith Westmoreland
Tired Tim Clark
OTHG EXP
Bullet Bob Byers
Putt Putt Peter Dill
O.T. BEG
Jake Cumz
E. L. Renaud
O.T. NOV
Dick Fried
O.T. EXP
Ron Clawson
O.T. MSTR
Peter Dill

South Texas
Hare Scrambles
Final Standings
San Antonio, TX
Dec. 13
By Tom Tysl

PRO
Steve Cardwell Kaw
Charlie Martin KTM
Doug Paley Hon
EXPERT
Steve Kotara Hon
Jamie Garner Pen
Andy Trott Kaw
OPEN
Chuck Worley Hon
Eddie Haldeman Yam
Gary Anderson Hon
250
Mike Maloney Hon
Marcus Pepper Kaw
Steve Herrera Kaw
200
Steve Bridges Hon
Mike Davis Kaw
Jeff Hendricks Kaw
125
Cody Johnson Hon
Donny O'Neal Suz
Chris Ryan Cag
OVER 30
Rick Pittman Yam
Dale McCullough Kaw
Wally Ryne Hus
OVER 40
Vernon Markworth Hus
Herb Fish Hon
W. B. Canion KTM
WMN
Barb Russell Suz
Christine Hudspeth Hon
Liz Lundell Suz
80
William Henk KTM
Michael Moses Yam
Daniel Trott Kaw
60
Jason Moses Kaw
Brian Canion Kaw
Clint Wilson Kaw
50
Drew Dunbar Yam
Waylon McCullough Suz
Lance Smith Suz

Tulare Rcwy. MX
Tulare, CA
Santa Claus Series
By Ron Clawson

80 BEG
Leon Fitzgerald
125 BEG
Byron Walker
Richard Hallblin
Leon Fitzgerald
125 JR
John Culwell
Dan McCann
250 BEG
Jim Gardner
Anthony Aquino
Victor Miller
Jim Abshire
250 JR
Pat LeForge
250 INT
Billy Woods II
OPEN BEG
Jeff Mello
Tim Gruber
OPEN JR
Curtis Superman
OTHG INT
Kandy Klaus Baker
Mudduck Mike McCullough
Liplock Larry Dietz
OTHG AM
Killer Keith Westmoreland
Tired Tim Clark
OT BEG
Jake Gumz
OT NOV
Dick Fried

Hare Scrambles
Sunset Ramblers MC
Galion, OH
Jan. 10

O/A
Jeff Pressley Kaw
125 OPEN COMB
John D. Baum KTM
Alan G. Sattler C-A
Howard Rossington Hon
John Hawkins Hus

Tulare Rcwy. MX
Tulare, CA
Dec. 20
By Ron Clawson

80 BEG
Rusty Holland
P J Mascorro
Kelly Stgephens
80 JR
Leon Fitzgerald
125 BEG
Byron Walker
Randy Ritchie
125 JR
John Cullwell
Dan McCann
250 BEG
Jim IGardner
Victor Miller
John Wills
Richard Ketchum
250 JR
Led Valle
James Abbate
250 INT
Billy Woods II
Chuck Mark
OPEN BEG
Jeff Mello
Bob Hazell
Tom Johnson
OPEN JR
Curtis Superman
Danny Jones
Lawrence Abbatge
125 PRO
Dallen McKenney
2550 PRO
Kevin Field
OPEN PRO
Kevin Barda
VET PRO
Paul Hubert
OTHG INT
Get Lost Gary Doggett
Kandy Klaus Baker
Mud Duck Mike McCullough
OTHG AM
Chold Chuck Holmes
Killer Keith Westmoreland
Tired Tim Clark
OTHG EXP
Bullet Bob Byers
O.T. BEG
Jake Gumz
O.T. NOV
Dick Fried
O.T. AM
Willis Pritchett
O.T. INT
Gary Dogget
VIN
Charlie Krikorian CZ
Dennis Watson Bul
Jeremy Mickies CZ

Trials
Winter Trials
Jan. 3
Walker Valley, WA
By Larry Drawhorn

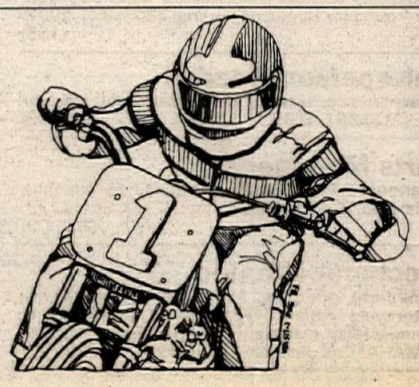
ENDURO B
K. Austin
ENDURO A
G. Johnson
K. Laughlen
S. Spiwak
D. Richardson
D. Yousko
V. Clemetson
TRIALS B
F. Thompson
D. Van Elk
G. Klein
D. Thompson
B. Oquist
TRIALS A
F. McNeal
L. Drawhorn
I. Walton
T. Blow
D. Porter
R. W. Clark
R. Scott
J. Payne
K. Patterson
T. Kemper
S. Fredrick
R. Schwenke
B. Groshong
M. Leibold
B. DeGaris
W. Flint
T. Watkins
B. Clark

1987 Best Of West
Final Standings

OPEN
Bill Cosgrove
Abe Baumann
Dave Chase
Rick Daniel
David Miner
Dan Smith
John McCormick
Gordon gallick
Ken Oviatt
Ralph Collins
250
Sean Bradley
C. Morris, Jr.
Cliff Thomas
Kenny Parry
Dave Kennedy
Larry Roeseler
Brent Bainbridge
David Becker
Grant Palenske
John Ferro
L/W
Eric Wicker
Edd Price
Evan Cavence
Donnie Simone
Robert Olchawa
Robert Bush
Gene Elzenberg
Ray Guilbeau
Garner Palenske
Ed Laroshe Jr.
VET
Tim Nething
Chris Stapleton
Scott Anderson
Dean McCoy
Mike Sixbery
Mike McKeevey
Ken Lewis
Robert Koch
Jerry Stevens
Bruce Bailes
SR
David Kersting
Ron Hall
Don Burch
Nate Sciacqua
John Barnett
Earl Schuler
Benny Garton
Dick Postma
Warren Sturgill
Rogerr Toubeaux
S/SR
Curt Horst
Bill Staley
Wayne Rankin
Ed Mazenko
William J. Main
Lee Elias
Earl Roeseler
WMN
Diane Holman
Lisa Latham
Donell Aure
Joanna Brownell
Glenda Jackson
Lori Bortree
Denise Devine

1987 Golden State
Enduro Final Standings

O/A C'SHIP
David Berterm Hus
Jeff Irwin Hus
Grant Palenski Hon
Rick Daneil Yam
Duke Lambert Hus
Larry Roeseler Kaw
Peter Postel Hon
OPEN A
Rick Daniel Yam
Glen Martinson Hus
Brian Beatre Hon
Tim McAllister
John Haaker Hus
250 A
Jason Ingersoll Hon
Tim Crowder Yam
Steve Shoemaker
Scott Meyer
Jerry Schockmel
200 A
Donnie Simone Kaw
Petter Postel Hon
Gardner Palenske Kaw
VET A
Lowell Spira Hon
Richard Adan
David Babruft
Craig Fator Suz
Jo Wetzler
SR A
Richard Christian Hus
Morris Norman Hus
Frank Showers KTM
David Sweeney Hus
Dan Baker



WANT ADS

Help Wanted

Experienced Mechanic Wanted
Experienced only need apply. Send resume to: RICK'S CYCLES, 290 N Main, Clearfield, UT 84015. (801) 776-6968. (303)

P&A Manager Wanted
Excellent opportunity for right person. Send resume to: RICK'S CYCLES, 290 N Main, Clearfield, UT 84015. (801) 776-6968. (303)

TECHNICIAN NEEDED FOR LARGEST, exclusive Honda dealership in metro St. Louis. Excellent pay and benefits. Send resume to: ST. LOUIS HONDA, 5935 S Lindburg, St. Louis, MO 63123. Or call (314) 894-1330 ask for Ed Schmidt. (203-04)

Sales Parts Service
Experienced personel only. Immediate openings. Must have technical and business experience. Will negotiate moving expenses. Call Leon at BURBANK KAWASAKI, 1329 N. Hollywood Way, Burbank, CA 91505. (818) 848-6627. (202-03)

Need 2 Mechanics
Year round employment in exciting Miami. 5 day week, vactations, many benefits. Motorcycle experience necessary. H-D OF MIAMI, 7701 NW 7th Ave, Miami, FL 33150. (305) 754-2648. (350-03)

★★ H.D. Technicians ★★
The Phoenix & Orlando H.D. training centers are looking for experienced Technicians to joint it's Instructor team. Good benefits. Great career. Inquire to M/C MECHANICS INSTITUTE. (800) 528-7995 J. Kraemer. (247/TFN)

Immediate Openings
Parts Person and Mechanics Helper needed in high volume Suzuki store. San Fernando Valley. COLE BROS. (818) 980-3715. (249/TFN)

Mechanic & Parts Person
Two positions open. Experienced only need apply. Call Vic. (714) 646-2428. (201-04)

TWO EXPERIENCED SALESMEN NEEDED NOW for busy dealership. Excellent opportunity. YAMAHA FORT PIERCE, Florida. (305) 461-1441. (201-04)

Make Your New Year's Resolution
Immediate openings for Service Writer and experienced Honda/Kawasaki Mechanic. Opportunity to grow with our dealership. Excellent pay plan and benefits. Call Dave (714) 891-5348. (203-04)

BMW Mechanic/Parts Person
Immediate openings for enthusiastic, motivated professionals, experienced. Excellent pay and benefits. Resume to: BAVARIAN CYCLE WORKS, 385 8th St, SF, CA 94103. (203)

Honda Yamaha Mechanic
Wanted for expanding dealership. Must have 3 years or more Honda experience. Excellent pay and benefits. Contact Steve Hyde at MT. HOLLY YAM/HON, Rt 38, Mt. Holly, NJ 08060. (609) 267-2123. (203-05)

Sales Reps Wanted
East coast, many territories, large product lines. Send resume to: KMX DIST, 21st Ave, Beaver Falls, PA 15010. No calls please. (203)

SOUTH FLORIDA-MECHANICS NEEDED, work year 'round for Honda dealership. (305) 971-2007. (103)

Salesperson Needed
No experience necessary, will train. Call Mike or Ray. (213) 861-4139. (202-03)

Parts Manager
Experienced Parts Manager needed for Yamaha dealership. Call Mike or Ray. (213) 861-4139. (202-03)

Mechanic Wanted
Immediate opening, 1 year experience with motorcycle repairs. Year round employment, commissions + benefits. PASADENA SUZUKI-YAMAHA. Call Jim (818) 795-4129. (202-03)

Service Technician
Orange County California Kawasaki dealership. Must have minimum 2 years experience, potential for advancement to Service Manager. Call John to arrange interview. (714) 541-5217. (203-04)

White Bros Hiring
White Bros needs experienced Mechanic. Reliability, honesty and good phone manners a must. Will train right person in suspension servicing skills. Good pay and benefits. Send resume to: WHITE BROS, 14241 Commerce Drive, Garden Grove, CA 92643. (714) 895-1991. (203)

Sales Pro Year 'Round
South Carolina. STOKES HONDA. We sell bikes all year! Mild climate & 2 Military bases provide consistent sales. Professional Fast Tracks, high volume, newly remodeled store. Benefit package includes: medical & life plan, vacation, excellent commissions + bonus plan. Send resume to: Brian Parker, STOKES HONDA, 8640 Rivers Ave, N. Charleston, SC 29418. (803) 554-4600. (202-05)

Inside Sales
Motorcycle knowledge helpful, will train. Salary + commissions, benefits, good working conditions. Contact Don at BASSANI MFG. (714) 630-1821. (202-03)

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World's Largest Honda Dealer
With stores in Tampa-Orlando-West Palm Bch, FL is expanding! Need personnel for Sales, Service and Parts departments. Top pay, excellent work place, group medical, training year round. Apply now to HONDA WORLD, 6436 E. Colonial Dr, Orlando, FL 32807. (202-04)

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Experienced Mechanic
For dual franchise dealership, able to work on H.D. and Japanese brands. Must have own tools. Paid medical plan and vacation. Start $10 per hour. Located on beautiful Central Calif Coast. (805) 461-1821. (203-04)

Help Wanted
CA BMW, an exclusive BMW M/C dealership; owned and operated by BMW enthusiasts, has an opening for a multi-skilled individual. Responsibilities may include Mechanical and lite administrative duties. Direct experience not necessary, but must be a BMW owner and enthusiast. Send resume to: CA BMW, 2490 Old Middlefield Way, Mountain View, CA 94043. (203-04)

Business Opportunities

LARGEST YAMAHA DEALERSHIP IN AREA FOR sale in beautiful Idaho. Only 2 hours from Yellowstone National Park. Year round business. Trail riding and snowmobiling at its finest. Area has excellent economic base. Partial financing available to right party. Call (208) 522-9507 ask for Owner. (101-04)

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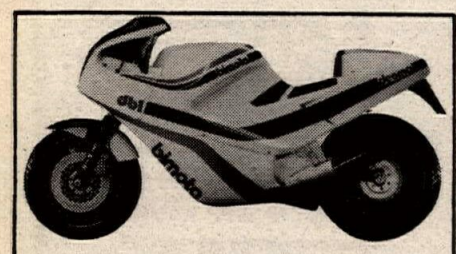

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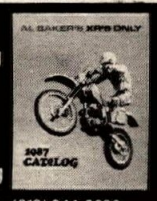

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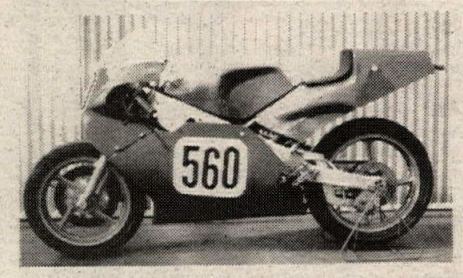

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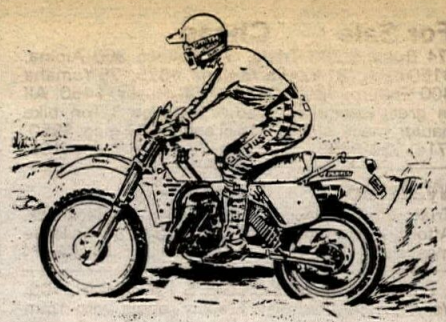

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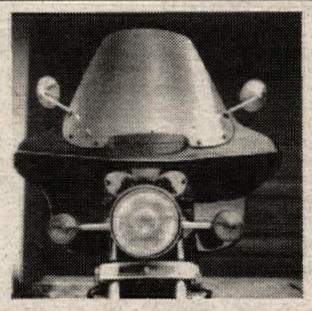

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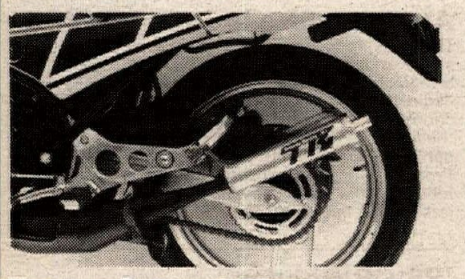

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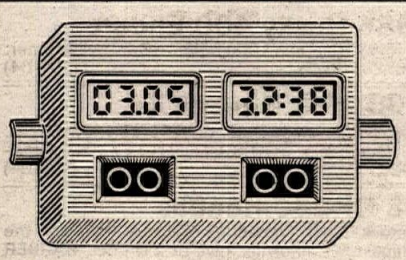

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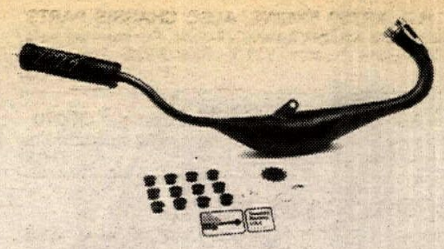

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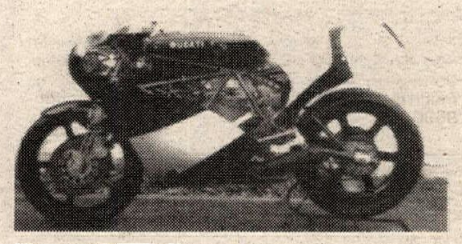

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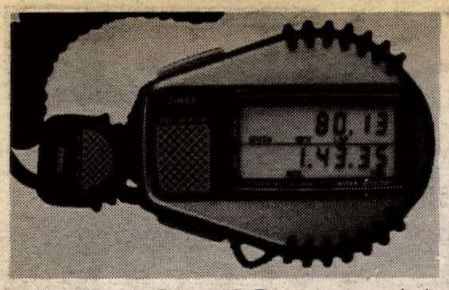

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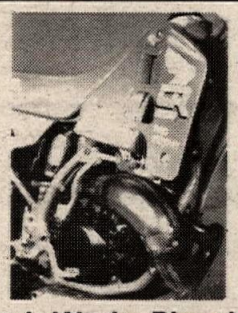

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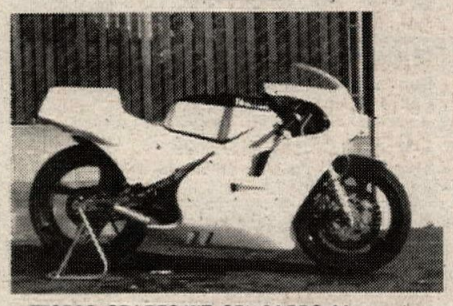

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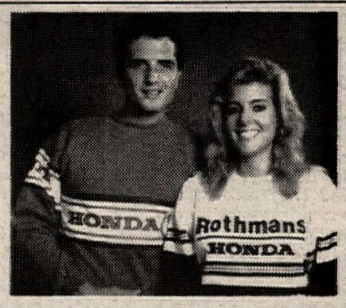

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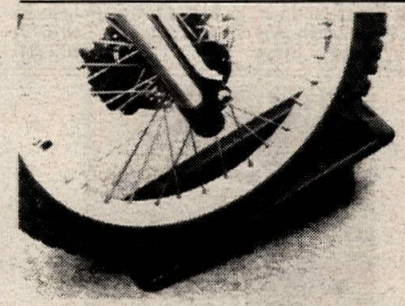

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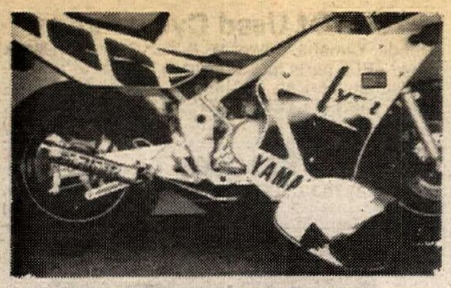

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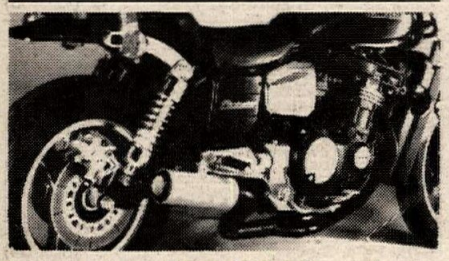

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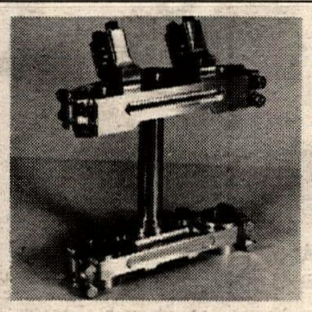

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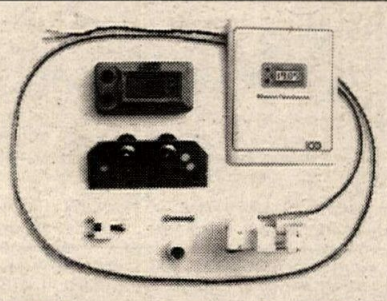

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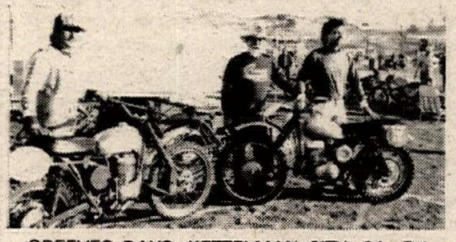

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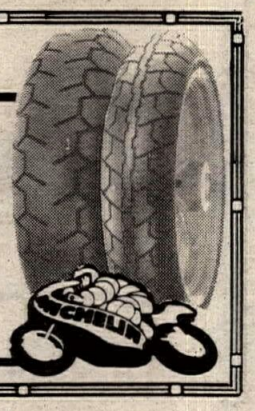

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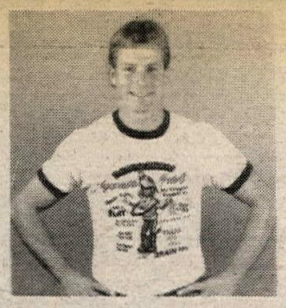

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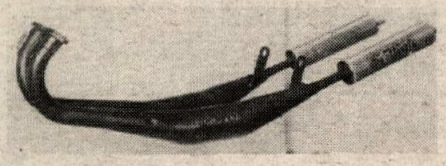

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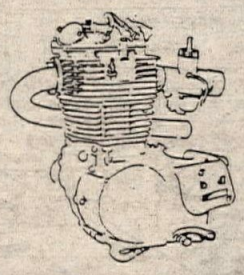

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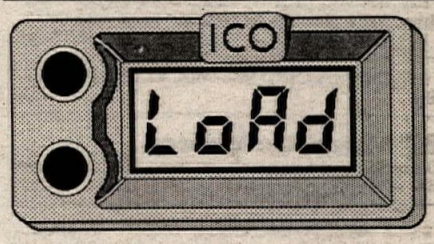

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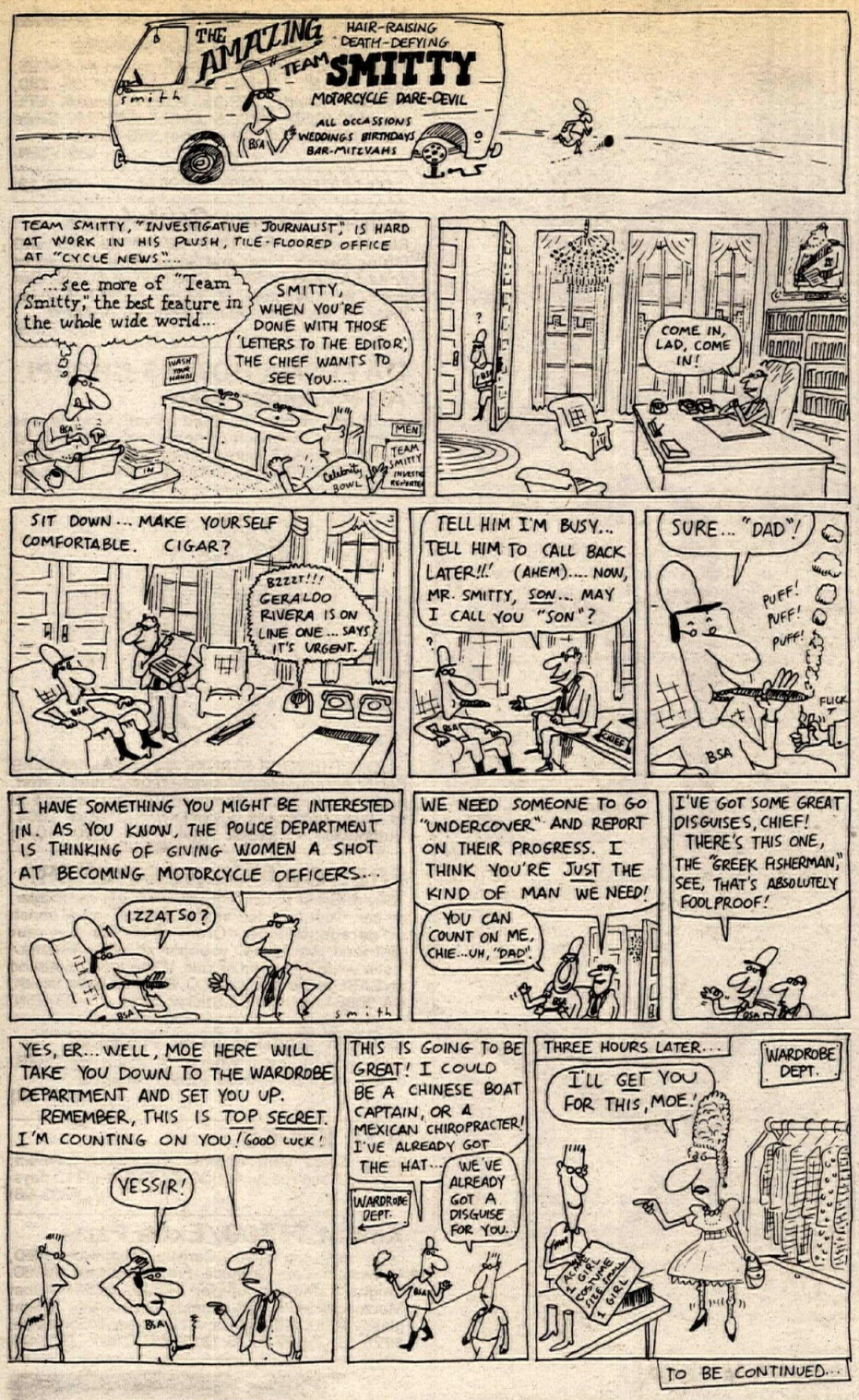

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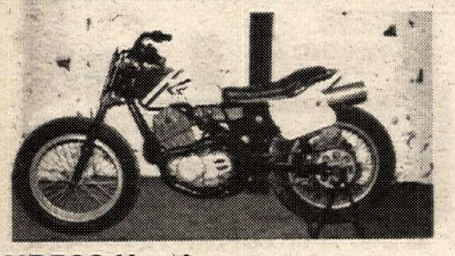

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